



**CITY OF SANTA BARBARA  
COMMUNITY DEVELOPMENT DEPARTMENT  
FINAL MITIGATED NEGATIVE DECLARATION –  
MST1999-00714; MST99-00513; MST98-00706; MST2003-00652; MST1999-01043**

Pursuant to the State of California Public Resources Code and the "Guidelines for Implementation of the California Environmental Quality Act of 1970," as amended to date, this Final Mitigated Negative Declaration has been prepared for the following project:

**PROJECT LOCATION:**      **1568-1576 LA VISTA DEL OCEANO DRIVE**

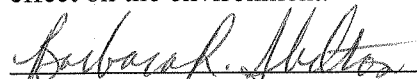
**PROJECT APPLICANT:**    Bob Goda, Penfield & Smith  
101 E. Victoria St.  
Santa Barbara, CA 93102


**PROJECT DESCRIPTION:** The project consists of five inter-related applications located at the end of the lower portion of La Vista del Oceano Drive (which is currently unimproved), centrally located in that neighborhood. The affected project site totals approximately an acre and a half with the individual residential lots averaging approximately 13,700 square feet. Four of the vacant lots are proposed for development with new residences and associated improvements: 1568 La Vista del Oceano Dr. (035-180-085); 1570 La Vista del Oceano Dr. (035-180-084); 1575 La Vista del Oceano Dr. (035-170-023 & -022); and 1576 La Vista del Oceano Dr. (035-180-058). The upper three lots (1568, 1570 and 1576 La Vista del Oceano Dr.) would be accessed from a private driveway that comes off of La Vista del Oceano Drive. Each site proposes a single-family residence with two covered parking spaces (ranging from approximately 2,800 to 3,900 square feet) and one uncovered guest space. Estimated grading for the homes and roadway would consist of approximately 3,427 cubic yards of cut and 3,076 cu. yds. of fill outside the main building footprints and 1,543 cu. yds. of cut and 5 cu. yds. of fill within the building footprints. The proposal includes raising the La Vista del Oceano Drive road bed a maximum of 8 feet (where the unimproved roadway abuts this project) and completing the connection from Ricardo Avenue to the lower paved portion of La Vista del Oceano Drive. Due to topographical constraints, the raising of the road bed, and a shared driveway for the upper lots, numerous retaining walls (which vary in height) will be required for this project. These tallest retaining walls would be approximately 11 feet tall, although most would be less than 6 feet. Additionally, guard rails/fences will be required in certain areas for safety purposes. Overall construction time for the proposal would be approximately 14 months.

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**MITIGATED NEGATIVE DECLARATION FINDING:**

Based on the attached Initial Study prepared for the proposed project, it has been determined that, with implementation of identified required mitigation measures, the proposed project will not have a significant effect on the environment.

  
\_\_\_\_\_  
Environmental Analyst

  
\_\_\_\_\_  
Date





**CITY OF SANTA BARBARA**  
**COMMUNITY DEVELOPMENT DEPARTMENT, PLANNING DIVISION**

**INITIAL STUDY/ENVIRONMENTAL CHECKLIST**  
**MST1999-00714; MST99-00513; MST98-00706; MST2003-00652; MST1999-01043**  
**PROJECT: 1568-1576 LA VISTA DEL OCEANO DRIVE**

This Initial Study has been completed for the project described below because the project is subject to review under the California Environmental Quality Act (CEQA) and was determined not to be exempt from the requirement for the preparation of an environmental document. The information, analysis and conclusions contained in this Initial Study are the basis for deciding whether a Negative Declaration (ND) is to be prepared or if preparation of an Environmental Impact Report (EIR) is required to further analyze impacts. Additionally, if preparation of an EIR is required, the Initial Study is used to focus the EIR on the effects determined to be potentially significant.

A Draft Mitigated Negative Declaration (DMND) was circulated for public comment from May 18 through June 16, 2005, and a public comment hearing was held by the Planning Commission on June 9, 2005. Twelve letters of public comment were received, as well as hearing comments (comment letters and hearing minutes are attached). Summaries of comments received and responses are provided at the end of each section of the Initial Study analysis that received substantive comment about environmental effects.

**PROJECT DESCRIPTION:** The project consists of five inter-related applications located at the end of the lower portion of La Vista del Oceano Drive (LVDO) which is currently unimproved (*See Attachments 1 through 63*), and centrally located in that neighborhood. The affected project site totals approximately an acre and a half. Four of the vacant lots are proposed for development with new residences and associated improvements: 1568 La Vista del Oceano Dr. (035-180-085); 1570 La Vista del Oceano Dr. (035-180-084); 1575 La Vista del Oceano Dr. (035-170-023 & -022); and 1576 La Vista del Oceano Dr. (035-180-058). The upper three lots (1568, 1570 and 1576 La Vista del Oceano Dr.) would be accessed from a private driveway that comes off of La Vista del Oceano Drive. Each site is proposed to have a residential home with two covered parking spaces and one uncovered guest space. The proposal for 1575 La Vista del Oceano Dr. was revised to incorporate an elevator in the design.

ADDRESS	SLOPE	LOT SIZE (SQ. FT.)	UNIT SIZE* (SQ. FT.)	FLOOR AREA RATIO (FAR)	CUT (CU. YD.)	FILL (CU. YD.)
1568 LVDO Dr.	29.5%	11,620	3,230	0.278	793	195
1570 LVDO Dr.	30%	12,766	3,277	0.257	2033	209
1576 LVDO Dr.	35%	16,400	3,875	0.236	1467	48
1575 LVDO Dr.**	50%	7,282,355	2,828,715	0.19779**	431	149
Right-of-Way LVDO Dr.	N/A	N/A	N/A	N/A	203	1,649
"Hairpin" LVDO Dr.	32%	6,665,702	N/A	N/A	43	713
1564 LVDO Dr.	31%	24,763	N/A	N/A	0	60
1562 LVDO Dr.	33%	19,432	N/A	N/A	0	58

\*These calculations include two-car garages.

\*\*This takes into account the merging of parcels 035-170-023 and 035-170-022, which totals 14,3020 square feet.

The lots abut the unimproved portion of La Vista del Oceano Drive. The improvements on the top portion of the roadway currently end where Ricardo Avenue connects with the lower portion of La Vista del Oceano Dr.

There are some improvements further down but they are not uniform and there are “open” building permits for construction of homes at 1585 and 1595 La Vista del Oceano Drive, previously approved by the Architectural Board of Review. The improvements at the lower portion of the roadway terminate where the access for 1562 & 1564 La Vista del Oceano Drive is located. The designated roadway that abuts the project site is unpaved. The proposal includes raising the La Vista del Oceano Drive road bed a maximum of eight feet and completing the roadway to Ricardo Avenue in order to provide vehicular access to the lots. In order to raise the road bed, some grading will be required on neighboring parcels (1562 & 1564 La Vista del Oceano Dr.) that are not directly related to this project. Grading of the roadway will also include a fifth vacant parcel within the hairpin turn of the right-of-way (035-170-022), which is also proposed to be merged with 1575 La Vista del Oceano Drive. Due to topographical constraints, the raising of the road bed, and a shared driveway for the upper lots, numerous retaining walls (which vary in height) will be required for this project. The tallest retaining walls would reach approximately 11 feet, although most would be less than six feet. Additionally, guard rails/fences will be required in certain areas for safety purposes.

Overall construction time for the proposed projects would be approximately 14 months. There are three phases to the construction process. Phase 1, which consists of site clearing and rough grading of the lots and road, should take approximately 6 weeks. Phase 2, which involves the retaining walls, building foundations, utilities, and road improvements, should last approximately 10 weeks. The last phase, which involves the construction of the residences, concrete driveway and project landscaping, should be completed in approximately 10 months.

The following discretionary applications are required for the project:

1. 1568 La Vista del Oceano Drive (035-180-085/Bucciarelli - Banko)
  - (a) Neighborhood Preservation Ordinance Compliance is required to allow grading in excess of 500 cubic yards (SBMC §22.68.070). The project site is located within the Hillside Design District.
  - (b) A Modification to allow fences, walls, and hedges within the required front yard setback and on either side of a driveway to exceed 3-½’ in height in the E-1 Zone (SBMC §28.87.170).
  - (c) ABR approval is required for the grading/site design, architecture and landscaping.
2. 1570 La Vista del Oceano Drive (035-180-084/Macofsky – Meaney)
  - (a) Neighborhood Preservation Ordinance Compliance is required to allow grading in excess of 500 cubic yards (SBMC §22.68.070). The project site is located within the Hillside Design District.
  - (b) A Modification to allow fences, walls, and hedges within the required front yard setback and on either side of a driveway to exceed 3-½’ in height in the E-1 Zone (SBMC §28.87.170).
  - (c) ABR approval is required for the grading/site design, architecture and landscaping.
3. 1575 La Vista del Oceano Drive (035-170-023/Schecter – Gradin) & (035-170-022/Geyer)
  - (a) A Modification to allow fences, walls, and hedges within the required front yard setback and on either side of a driveway to exceed 3-½’ in height in the E-1 Zone (SBMC §28.87.170).
  - (b) A Modification to allow encroachment into the required front yard setback in the E-1 Zone (SBMC §28.15.060.1).
  - (c) A Modification to allow parking in the required front yard setback in the E-1 Zone (SBMC §28.15.060.1 and §28.90).
  - ~~(d) A Modification to allow encroachment into the required interior yard setback in the E-1 Zone (SBMC §28.15.060.2).~~
  - (d) A Modification to provide less than the required 1,250 square feet of open yard in the E-1 Zone (SBMC §28.15.060.3).
  - (e) Voluntary Lot Merger of APN 035-170-023 and 035-170-022.

- (f) ABR approval is required for the grading/site design, architecture and landscaping.
- 4. 1576 La Vista del Oceano Drive (035-180-058/Geyer – Meaney)
  - (a) Neighborhood Preservation Ordinance Compliance is required to allow grading in excess of 500 cubic yards (SBMC §22.68.070). The project site is located within the Hillside Design District.
  - (b) A Modification to allow fences, walls, and hedges within the required front yard setback and on either side of a driveway to exceed 3–½' in height in the E-1 Zone (SBMC §28.87.170).
  - (c) A Modification to allow parking in the required interior yard setback in the E-1 Zone (SBMC §28.15.060.2 and §28.90).
  - (d) ABR approval is required for the grading/site design, architecture and landscaping.
- 5. La Vista del Oceano Drive Roadway including:
  - “Hairpin Lot” on La Vista del Oceano Drive (035-170-022/Geyer)
  - 1564 La Vista del Oceano Drive (035-180-077 – D’Hoker/Enders)
  - 1562 La Vista del Oceano Drive (035-180-078 - Converse)
    - (a) Neighborhood Preservation Ordinance Compliance is required to allow grading in excess of 500 cubic yards (SBMC §22.68.070). The project site is located within the Hillside Design District.
    - (b) A Modification to allow fences, walls, and hedges within the required front yard setback and on either side of a driveway to exceed 3–½' in height in the E-1 Zone (SBMC §28.87.170).
    - (c) ABR approval is required for grading/site design, architecture, landscaping, and roadway and related structures.

**APPLICANTS/PROPERTY OWNERS**

Agent: Bob Goda  
Penfield & Smith  
101 E. Victoria Street  
Santa Barbara, CA 93102

**1568 La Vista Del Oceano Drive (APN 035-180-085): MST99-00513**

<u>Owners:</u> Eugene & Patricia Bucciarelli	<u>Architect:</u> Russ Banko
P. O. Box 31192	5276 Hollister Ave., #307
Santa Barbara, CA 93130	Goleta, CA 93117

**1570 La Vista Del Oceano Drive (APN 035-180-084): MST98-00706**

<u>Owners:</u> Sidney & Pamela Macofsky	<u>Architect:</u> Tom Meaney
1334 Crestline Dr.	629 State St., #240
Santa Barbara, CA 93105	Santa Barbara, CA 93101

**1575 La Vista Del Oceano Drive (APN 035-170-023): MST2003-00652**

<u>Owner:</u> Gene Schecter	<u>Architect:</u> Kirk Gradin
1330 Sage Hill Rd.	300 E. Canon Perdido St., Ste. D-1
Santa Barbara, CA 93109	Santa Barbara, CA 93101

**“Hairpin” Lot at La Vista Del Oceano Drive (APN 035-170-022): MST2003-00652**

Owners: David & Jane Geyer (See below.)

**1568-1576 La Vista del Oceano Drive (MSTs 1999-00714; 99-00513; 98-00706; 2003-00652; 1999-01043)**

**Final Initial Study**

**September 28, 2005**

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**1576 La Vista Del Oceano Drive (APN 035-180-058): MST1999-01043**

Owners: David & Jane Geyer  
4694 Granada Way  
Santa Barbara. CA 93110

Architect: Tom Meaney  
629 State St., #240  
Santa Barbara, CA 93101

**La Vista Del Oceano Drive (Road Extension): MST1999-00714**

Owner: City of Santa Barbara

**PROJECT ADDRESS/LOCATION** *(See Attachment 1-Vicinity Map)*

1568-1576 La Vista Del Oceano, north of Cliff Drive in the Alta Mesa neighborhood within the City of Santa Barbara. The properties abut an unfinished portion of La Vista del Oceano Drive.

**ENVIRONMENTAL SETTING**

The undeveloped project area is located in the middle of the La Vista del Oceano Drive area with slopes that vary from approximately 29 to 50 percent. It is immediately surrounded by single family residential developments, some of which have been developed within the last 15 years. Further to the east of this project area is the "Rogers Tract" development, recently approved by the Planning Commission. The vegetation existing on site is primarily annual grassland. No sensitive species (animals or plants) are known or expected on site. Drainage from the properties naturally flows overland down the hillside.

**PROPERTY CHARACTERISTICS**

<b>Assessor's Parcel Numbers:</b>	1568 LVDO Dr.: (035-180-085) 1570 LVDO Dr.: (035-180-084) 1575 LVDO Dr.: (035-170-023 & -022) 1576 LVDO Dr.: (035-180-058) LVDO Dr.: (Right-of-way)	<b>General Plan Designation:</b> Residential – 3 units per acre
<b>Zoning:</b>	E-1, One-Family Residence Zone	<b>Parcel Sizes:</b> 1568 LVDO Dr.: 11,620 sq. ft. 1570 LVDO Dr.: 12,766 sq. ft. 1575 LVDO Dr.: 7,282 <del>355</del> sq. ft.** 1576 LVDO Dr.: 16,400 sq. ft. “Hairpin” LVDO Dr.: Lot: 6,665 <del>7,020</del> sq. ft.** <u>**Proposed to be merged together.</u>
<b>Existing Land Use:</b>	Vacant	<b>Proposed Land Use:</b> 4 single family residences
<b>Slope:</b>	1568 LVDO Dr.: 29.5% 1570 LVDO Dr.: 30% 1575 LVDO Dr.: 50% 1576 LVDO Dr.: 35% “Hairpin” LVDO Dr. Lot: 32%	
<b>Surrounding Land Uses:</b>		
<b>North:</b>	Single family residential development	
<b>South:</b>	Single family residential development	
<b>East:</b>	Single family residential development	
<b>West:</b>	Single family residential development	

**PLANS AND POLICY DISCUSSION*****Summary***

Initial analysis of project consistency with adopted City plans and policies indicates that the project could be found consistent with applicable General Plan Land Use Element and Zoning residential designations given that these lots were previously legally created and are now recognized as legally non-conforming to current lot size standards. With application of mitigation measures identified in this document, the project could be found consistent with applicable City General Plan policies for the protection of visual resources, air quality, biological resources, archaeological resources, and water resources. The project could be found consistent with applicable General Plan policies and regulations regarding geophysical conditions, hazardous materials, noise, traffic and parking, with the implementation of identified mitigation measures. Adequate public services and facilities could be provided for the project. Various sections of this Initial Study make reference to applicable General Plan policies and ordinance provisions. Final determinations of project consistency with applicable policies will be made by the decision-makers as part of their action to approve or deny the project proposal.

The information below consists of some background information of the general plan, neighborhood compatibility issues and current and proposed zoning.

### **1. Land Use Element and Zoning Ordinance**

The General Plan Land Use Designation for these lots is Residential, three dwelling units per acre. The project site is located in the Alta Mesa neighborhood, which is bordered by Loma Alta Drive on the east; by Elings Park on the west; on the south by the existing development oriented to Cliff Drive; and on the north by the base of the steep hillside. This neighborhood is zoned E-1, permitting lot sizes of 15,000 square feet. When minimum lot sizes were smaller, the development trend had been to standard subdivisions in which lots too small for the topography were created. Older subdivisions in the area to the southeast have lot sizes ranging between 10,000 square feet to 1.4 acres. Older subdivisions to the north and west have lot sizes ranging from 8,000 square feet to 24,700 square feet. The area was later zoned E-1, with a minimum lot size of 15,000 square feet and slope density was applied in recognition of the steep topography. The intent was to restrict future development to more appropriate levels given the steep slopes.

The existing parcels in this La Vista del Oceano Drive neighborhood range in lot size from 6,600 to 24,800 square feet and with slopes that range from 20 to 36%, with the exception of 1575 LVDO which has a slope of 50%. The lots involved in the proposed development were legally created by the execution and recordation of grant deeds to convey the lots to subsequent owners, which occurred prior to any requirement to record a map pursuant to the Subdivision Map Act (SMA). Review of title data indicates that the lots were conveyed to the various owners before any improvements such as streets and utilities were required under the Subdivision Map Act. Each of these lots is smaller than current zoning would allow under the City's Slope Density requirements. The E-1 zoning calls for a minimum lot size of 15,000 square feet, but with the slope density requirements, if created today the lots would need two to three times that area, as shown below:

#### **Nonconforming Lot Size Comparison**

<u>Address</u>	<u>Lot Size</u>	<u>Ave. Slope</u>	<u>Required Lot Area</u>	<u>Difference</u>
1568 LVDO	11,620 sq. ft.	29.5%	30,000 sf sq. ft.	18,380 sq. ft.
1570 LVDO	12,766 sq. ft.	30%	45,000 sq. ft.	32,234 sq. ft.
1575 LVDO	14,3020 sq. ft.**	50%	45,000 sq. ft.	30,980 sq. ft.
1576 LVDO	16,400 sq. ft.	35%	45,000 sq. ft.	28,600 sq. ft.

\*\*This takes into account the merging of parcels 035-170-023 and 035-170-022, which totals 14,3020 square feet.

Although new lots would have to adhere to current lot area and slope standards as outlined in the Zoning Ordinance and General Plan, existing legal lots such as those in this project are not required to meet these standards. It should be noted that most of the properties in this neighborhood do not meet the minimum lot size for development on those lots based on current standards.

### **2. Conservation Element**

City Conservation Element policies provide that significant environmental resources of the City be preserved and protected. The Conservation Element requires implementation of resource protection measures for archaeological, cultural and historic resources; protection and enhancement of visual, biological and open space resources; protection of specimen and street trees; maintenance of air and water quality; and minimizing potential drainage, erosion and flooding hazards. The project may be found generally consistent with applicable policies of the Conservation Element through adherence to the identified project design and mitigation measures



as detailed in the initial study, such that potential significant adverse impacts to the City's environmental resources are avoided and minimized to the maximum extent feasible.

With respect to hillside development, there are two applicable policies under the Conservation Element that apply to the project sites, which are discussed below. Following each policy is a discussion of whether the proposed projects could be found consistent with that policy:

*Conservation Policy 2.0 – “Development on hillsides shall not significantly modify the natural topography and vegetation.”*

The entire project area is located on a south-facing slope with gradients which vary from approximately 29 to 50 percent. The grading design for the residences is similar to the surrounding neighborhood. The structures would be imbedded into the hillside and step down the slope of the property, with the downhill elevations at two or three stories. The total amount of grading for the project, which consists of the four new homes and connecting the upper and lower portions of La Vista del Oceano Drive, would be 9,940 cu. yds. This includes 4,970 cu. yds. of cut and, 3,082 cu. yds. of fill, and 1,890 cu. yds. of export. resulting in 2,175 cu. yds. (1,890 cu. yds. raw quantity plus a 15% swell of 285 cu. yds. = will result in 2,175 cu. yds.) of total export. A significant portion of the cut obtained from the residential lots would be used to raise the road bed a maximum of eight feet in order for the upper lots to have adequate vehicular access to the sites.

ADDRESS	GRADING OUTSIDE FOOTPRINT		GRADING UNDER FOOTPRINT		TOTAL GRADING (Cu. Yd.)
	CUT (Cu. Yd.)	FILL (Cu. Yd.)	CUT (Cu. Yd.)	FILL (Cu. Yd.)	
1568 LVDO Dr. (Bucciarelli)	418	195	375	0	988
1570 LVDO Dr. (Macofsky)	1,446	205	587	4	2,241
1576 LVDO Dr. (Geyer)	1,014	47	453	1	1,515
1575 LVDO Dr. (Schechter)	303	149	128	0	580
Right-of-Way LVDO Dr.	203	1,649	N/A	N/A	1,852
“Hairpin” LVDO Dr. (Geyer)	43	713	N/A	N/A	756
1564 LVDO Dr. (D’Hoker/Enders)	0	60	N/A	N/A	60
1562 LVDO Dr. (Converse)	0	58	N/A	N/A	58

Although there is a substantial amount of grading proposed for this project, the grading is necessary to provide the required access to these sites to meet Transportation Division and Fire Department requirements. While the City closely scrutinizes proposals on new lots with steep slopes, the City also recognizes that there are legal lots in the City with slopes greater than 30%. Tools such as the Neighborhood Preservation Ordinance (NPO) and the Single-Family Residence Design Guidelines were partially developed for use by City Staff and decision-makers to review and approve appropriate development on constrained sites such as these. The NPO findings (SBMC §22.68.060) implement policies focused on hillside development in the City’s Conservation and Open Space Elements pertaining to protection of the public health, safety, and welfare, appropriateness of proposed grading and development given the site topography, protection of existing trees, preservation of public views, and compatibility with the neighborhood.

In this case, grading outside the structure footprints would follow the natural landform as much as is feasible, with the exception of localized fill necessary for the shared driveway for the upper lots. The roads and driveways have been aligned to minimize grading while meeting the required design standards for width, gradient and cross fall. Additionally, the Architectural Board of Review has reviewed the proposal numerous times to balance the use of retaining walls, maintain the natural topography, and minimize amount of grading proposed. Other solutions were discussed with the Architectural Board of Review; however, the current proposal was found to be the most feasible and appropriate for these constrained sites.

The project has been designed to minimize the grading as much as possible; however, it is not feasible to entirely eliminate grading on hillsides with slopes greater than 30 percent. The reason for this is the steepness of the existing slopes which are 29.5%, or greater. As previously stated, in cases where projects have steep slopes, the City uses the NPO findings and the Single-Family Residence Design Guidelines for guidance in reviewing these projects. These have been considered throughout the review of this project. The applicants have worked with Fire Department Staff in incorporating native or naturalized and fire-retardant vegetation in the landscape plans for each lot. Additionally, the Architectural Board of Review has worked with the applicants to break up the mass of structures and retaining walls with use of landscaping. The landscaping currently on these sites is primarily limited to grasslands and weeds. The incorporation of more substantial shrubbery and trees would help to mitigate the massing and frame the views. The majority of the southern facing or visually prominent slopes would have development that is similar in scale and compatible with the surrounding neighborhood. This proposal involves some of the last remaining undeveloped lots in this neighborhood. The majority of the surrounding existing developments were reviewed and approved by the Architectural Board of Review, and the project would also be subject to ABR approval.

The project would introduce the use of native or naturalized and fire retardant vegetation, especially on the downward or southern facing slopes that would help to hide or break up any large surface area views of the structures facing down slope. Because very little vegetation exists on the project site currently, the addition of substantial additional vegetation would be an enhancement of the hillside. The proposed grading design implements the City's Hillside Housing Techniques and the grading plans for the project would be compatible with the site's natural contours, as much as is feasible.

*Conservation Policy 3.0 – "New development shall not obstruct scenic view corridors, including those of the ocean and lower elevations of the City viewed respectively from the shoreline and upper foothills, and of the upper foothills and mountains viewed respectively from the beach and lower elevations of the City."*

The proposed projects would not obstruct public scenic view corridors to the ocean or lower elevations of the City nor would they obstruct upper foothill or mountain views from the beach or lower elevations of the City. As stated before, this proposal involves some of the last remaining undeveloped lots in this La Vista del Oceano Drive neighborhood. The project site would be visible intermittently from locations along Shoreline Park and could also be viewed along Cliff Drive. However, it is surrounded by existing residential development and would be consistent with the surrounding urban development and would not substantially change existing views.

### **3. Seismic Safety/Safety Element**

The City's Seismic Safety/Safety Element requires that development be sited, designed and maintained to protect life, property, and public well-being from seismic and other geologic hazards, and to reduce or avoid adverse economic, social, and environmental impacts caused by hazardous geologic conditions. The Seismic Safety/Safety Element addresses a number of potential hazards including, geology, seismicity, flooding, liquefaction, tsunamis, high groundwater, and erosion.

The project site is subject to a number of geologic and environmental constraints. As discussed in the Initial Study analysis, potential impacts associated with these hazards would be adequately addressed by implementing the identified project design and specified mitigation measures such that construction of the proposed development would ensure seismic and geologic stability, and reduce or avoid potential environmental impacts associated with unstable geologic conditions.

#### **4. Noise Element**

The City's Noise Element includes policies intended to achieve and maintain a noise environment that is compatible with the variety of human activities and land uses in the City. The proposed development would not generate a significant increase in existing noise levels in the neighborhood in the long-term or exceed noise level guidelines. As such, the proposed project may be found consistent with the applicable policies of the Noise Element by implementing the identified project design and mitigation measures as specified below to reduce short-term construction impacts to less than significant levels.

#### **5. Circulation Element**

The Circulation Element of the General Plan contains goals and implementing measures to reduce adverse impacts to the City's street system and parking by reducing reliance on the automobile, encouraging alternative forms of transportation, reviewing traffic impact standards, and applying land use and planning strategies that support the City's mobility goals. As discussed in the Initial Study analysis, potential traffic and parking related impacts are less than significant. Additionally, the project would improve circulation in the neighborhood through the completion of La Vista del Oceano Drive by connecting the upper and lower portions of La Vista del Oceano Drive via Ricardo Avenue. This would improve circulation for all modes of travel in the area and would enhance emergency access.

### **MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)**

A Mitigation Monitoring and Reporting Program has been prepared for the subject project in compliance with Public Resources Code §21081.6. The mitigation measures identified in the Initial Study may be refined or augmented by decision-makers. Monitoring and reporting requirements would be adopted as conditions of project approval. The MMRP is attached herewith as shown in *Attachment 47*.

### **ENVIRONMENTAL CHECKLIST**

The following checklist contains questions concerning potential changes to the environment that may result if this project is implemented. If no impact would occur, **NO** should be checked. If the project might result in an impact, check **YES** indicating the potential level of significance as follows:

Known Significant: Known significant environmental impacts. Further review needed to determine if there are feasible mitigation measures and/or alternatives to reduce the impact.

Potentially Significant: Unknown, potentially significant impacts that need further review to determine significance level.

Potentially Significant, Mitigable: Potentially significant impacts that can be mitigated to less than significant levels.

Less Than Significant: Impacts that are not substantial or significant.

1. AESTHETICS Could the project:	NO	YES
		<i>Level of Significance</i>
a) Affect a public scenic vista or designated scenic highway or highway/roadway eligible for designation as a scenic highway?		Less Than Significant
b) Have a demonstrable negative aesthetic effect in that it is inconsistent with Architectural Board of Review or Historic Landmarks Guidelines or guidelines/criteria adopted as part of the Local Coastal Program?		Less Than Significant
c) Create light or glare?		Less Than Significant

### **Aesthetics - Discussion**

**Issues:** Issues associated with visual aesthetics include the potential blockage of important public scenic views, project on-site visual aesthetics and compatibility with the surrounding area, and changes in exterior lighting.

**Impact Evaluation Guidelines:** Aesthetic quality, whether a project is visually pleasing or unpleasing, may be perceived and valued differently from one person to the next, and depends in part on the context of the environment in which a project is proposed. The significance of visual changes is assessed qualitatively based on consideration of the proposed physical change and project design within the context of the surrounding visual setting. First, the existing visual setting is reviewed to determine whether important existing visual aesthetics are involved, based on consideration of existing views, existing visual aesthetics on and around the site, and existing lighting conditions. Under CEQA, the evaluation of a project's potential impacts to scenic views is limited to views from public (as opposed to private) viewpoints. The importance of existing views is assessed qualitatively based on whether important visual resources such as mountains, skyline trees, or the coastline, can be seen, the extent and scenic quality of the views, and whether the views are experienced from public viewpoints. The visual changes associated with the project are then assessed qualitatively to determine whether the project would result in substantial effects associated with important public scenic views, on-site visual aesthetics, and lighting.

Significant visual aesthetics impacts may potentially result from:

- Substantial obstruction or degradation of important public scenic views, including important views from scenic highways; extensive grading and/or removal of substantial amounts of vegetation and trees visible from public areas without adequate landscaping; or substantial loss of important public open space.
- Substantial negative aesthetic effect or incompatibility with surrounding land uses or structures due to project size, massing, scale, density, architecture, signage, or other design features.
- Substantial light and/or glare that poses a hazard or substantial annoyance to adjacent land uses and sensitive receptors.

### **Aesthetics – Existing Conditions and Project Impacts**

#### **1.a. Scenic Views**

The project area is currently undeveloped and the bulk of the vegetation cover for this site is non-native grasslands and weedy species. The site's landform is a south-facing hillside, sloping with a range of

topography from 29.5 percent to 50 percent at the lower lot (1575 LVDO Dr.). Looking up at the site, the upper property can be viewed from Cliff Drive, Shoreline Drive, and Shoreline Park. Looking down or to the side of the project site, it can be seen from La Vista del Oceano Drive. The City's Master Environmental Assessment (MEA) maps identify the project sites as located in an area of visual sensitivity and major hillside with slopes in excess of 30%, which raises the question whether project construction has the potential to create substantial effect to public scenic views.

To determine this, a visual photographic analysis showing representative views of the site from surrounding public streets was performed (*See Attachment 25 on file*) and verified by staff to determine how much of the project site could be seen from the public right of way and whether changes to these views from the public right of way would constitute a substantial negative change. The project site can be seen along the far west side of Shoreline Park; however, the view is limited due to the distance of the project site from the park. Also, the layout of Shoreline Park is oriented more for a park user to look out at the Pacific Ocean and the immediate houses along Shoreline Drive rather than up at the hillside.

Although the public vantage points are limited, the next step was to analyze whether the public view of the project site would be substantial and negative. The project site is located in an urban area and is surrounded by residential development. Although some undeveloped lots may serve as a scenic open space for a neighborhood, these lots do not provide that function for this area. They visually appear to be vacant lots in a residential neighborhood instead of a designated open space. While the vacant lots may provide some visual relief, residential development compatible with the surrounding neighborhood would also be appropriate. This development would essentially in-fill a portion of the remaining hillside with residential development, comparable with its surroundings.

The proposed residences have been designed to blend into the hillside and surrounding neighborhood. Additionally, the grading has been reviewed closely by the ABR in order to minimize the amount of grading and reduce the height and amount of retaining walls necessary for the development. The proposed grading design implements the City's Hillside Housing Techniques and the grading plans for the project would be compatible with the site's natural contours as much as feasible given the need to raise the road bed and create a shared driveway in order to provide adequate access to the upper lots. The project site would introduce the use of native or naturalized and fire retardant vegetation, especially on the downward or south-facing slopes that would help to break up any large surface area views of the structures facing down slope. Because very little vegetation exists on the project site currently, the addition of significant vegetation (trees and shrubs etc.) would be an enhancement of the hillside. The visual change of the existing undeveloped project site areas to the proposed project would be nominal from public view vantage points, and long term view impacts would be adverse but *less than significant*. The proposal would not obstruct any public vantage points and would incorporate development compatible with the surrounding neighborhood. No designated open spaces would be impacted by this proposal.

Short-term visual impacts during construction would be expected while the hillside is being graded and recompact and residences constructed. The grading, which includes overall site preparation, is estimated to require 6 weeks of work. The individual foundations, utilities, and concrete work for each building are additionally anticipated to take about 10 weeks. Housing construction is estimated at another six to 10 months. The proposed 16 weeks of grading and related site preparation would alter the view of the hillside temporarily but it would be reconfigured back to its original topography and landscaped at the completion of the project. These temporary impacts would be *less than significant*.

**Comments Received: During the environmental hearing, a Planning Commissioner asked that additional information be provided of views along Cliff Drive and from Mesa Park, recognizing that there is a**

proposal to remove the skyline trees at 210 Meigs which could make this project more visible from Mesa Park (See Attachment 8).

Staff Response: The applicant submitted a visual survey (taken with an approximate 75 mm lens setting) and a corresponding map (See Attachment 10) showing the areas along Cliff Drive, Shoreline Drive, and Mesa Park where the project site is visible. Photos were also submitted of the storypoles installed at 210 Meigs Road (See Attachment 11). Public views from the La Mesa Park would be primarily directed to the south and southwest toward the ocean. The view from the park toward the project site is obscured by the existing vegetation and buildings at the Washington Elementary School, which are not proposed for removal. There are also grade changes on the Washington Elementary School site that limit the visibility of the project site from Mesa Park. If a project is approved at 210 Meigs Road that includes removal of the eucalyptus trees on the site, it is more likely that the approved development would provide a more prominent focal point from Mesa Park and further diminish any views to the project site rather than making the project site more visible.

The visual change of the existing undeveloped project site areas to the proposed project would be nominal from public view vantage points. There are areas along Cliff and Shoreline Drive where the project site is visible; however, public views towards the project site are not pristine open space, but contain the surrounding residential development in an urban setting. The proposed residences are limited in scope, and have been designed to blend into the hillside and surrounding neighborhood. They would include landscaping and architecture that would be designed to be consistent with design guidelines and standards of the Architectural Board of Review (ABR) that take into consideration scenic view compatibility. For these reasons, important public scenic views would not substantially change, and project impacts related to public scenic views are considered *less than significant* (Class 3).

#### **1.b. Visual Aesthetics of Project Site and Compatibility with Surrounding Development**

The proposed development requires review and approval by the Architectural Board of Review (ABR) and Planning Commission (PC) in accordance with ABR Design Guidelines and Neighborhood Preservation Ordinance. Statistics on surrounding lot areas, square footage per lot, and floor area ratios were used to evaluate project aesthetic effects and compatibility with surrounding area development patterns on La Vista del Oceano Drive for project size, massing, scale, density, architecture, landscaping and other design features.

The ABR has conceptually reviewed the homes and roadway extension numerous times since 1998 (*See Attachment 126*). The design review process began with the review of one home and then over time the two other upper lots were added. The common hurdle for the upper lots was attaining appropriate access to the sites. The applicants looked at various options that included a hammerhead instead of a through street at La Vista del Oceano Drive and individual driveways for each lot instead of a shared driveway. The lower home (1575 LVDO Dr.) was added in 2004 to this group of projects, although the raising of the road bed is not necessary for the construction of this residence. It should be noted that, throughout the review process, much public comment has been received by the Architectural Board of Review (*See Attachment 137*) and the Planning Commission (during a conceptual review hearing) which addresses a number of concerns including massing, private views, grading, and traffic.

The Board had significant issues with the early designs of some of the homes. There was also extensive discussion on the appropriate access to the sites. Over time, the proposals have been revised to minimize the height of the buildings and the retaining walls for the sites. The Board looked at ways to minimize the amount of grading as much as feasibly possible without compromising other aspects of the project. The ABR found the revisions to the roadway to have improved such that it was aesthetically acceptable. Additionally, they found the homes to be acceptable and compatible as proposed in terms of mass, bulk and scale. The Architectural Board of Review understands that as many significant canopy and skyline trees as allowed by the Fire

Department will be included and organized in a manner so as not to obstruct neighboring views. They also understand that the details will be of a high quality, particularly the proposed retaining walls.

However, the Board did have aesthetic concerns with the guest parking space proposed for 1575 LVDO Dr. In order to locate the guest parking space as shown, additional retaining walls would be required. Staff is recommending guest parking spaces for all four lots due to the lack of on-street parking; however, this lot is closer than the upper lots to viable on-street parking on Ricardo Avenue by way of access. The Planning Commission has the option to not require a guest parking space for the lot if they concur with the concerns of the ABR and find that there is adequate guest parking available for this parcel. Findings concerning neighborhood and site compatibility and visual effects are required by the Planning Commission and ABR in order to approve the project. Subsequent ABR Preliminary and Final Design Review approvals may further refine project site design, building heights and setbacks, architecture, and landscaping etc. The single family residential project effects on visual aesthetics and compatibility would be *less than significant*.

The cumulative effect of approval of this project in combination with previously approved projects in the area (Roger's Tract and 1226 Harbor Hills) would not have a negative effect on the surrounding neighborhood. The projects are located in urbanized residential neighborhoods and would be compatible with the size, bulk and scale of the surrounding residential development. The sites are intermittently visible from various public and private viewpoints within the Coastal Zone and would not block scenic public views of the mountains, foothills or coastline. The project developments would not block scenic public views of the mountains, foothills, or coastline. The existing public views across the sites provide openness between built areas, but do not have substantial scenic quality nor include views of important visual features such as mountains, lush natural vegetation, unique geologic features or water features. The projects would constitute single-family residential development, which in and of itself does not necessarily represent an adverse visual impact or view. The development would be similar in density and type to development on the rest of the hillside as shown in visual studies on file, submitted for the Roger's Tract project. The developments have been designed to minimize grading, and fit into the topography. Appropriate landscape screening would enhance the current unvegetated views and soften views of the developments. The project siting designs, architecture, and landscaping would be subject to review and approval by the Architectural Board of Review to meet adopted visual design guidelines. The projects would have a *less than significant* cumulative impacts to public scenic views or area visual aesthetics.

**Comments Received: Some members of the public requested that alternate siting and design solutions be considered for the sites. There was concern that the amount of retaining walls proposed is excessive, that the proposal is not compatible with the neighborhood and hillside design guidelines, and that the amount of modifications that are required for 1575 La Vista del Oceano Drive was also excessive. Additionally, Planning Commissioners asked if other solutions had been considered. (See Letters of Comment from Edwards, Gibson, Napier, Rogers, Tebo).**

**Staff Response: During earlier stages of the project development, a subcommittee was formed with representatives of the Architectural Board of Review and Planning Commission to review other viable options. A letter was submitted by Tom Meaney, Architect, (See Attachment 14) who attended those meetings outlining the three main options considered. Option 1 proposed direct access from La Vista del Oceano Drive to each lot. Option 2 proposed accessing the lots from the highest point on La Vista del Oceano Drive. Option 3 proposed to raise La Vista del Oceano Drive and enter onto the lower portion of the lots. Some of the problems with the first two options were increased export of material and higher retaining walls. There were also safety concerns with exiting the sites. Option 3 was found to be the most viable design alternative. Following those subcommittee meetings, the applicant pursued implementing option 3. During follow-up meetings at the Architectural Board of Review, members of the public asked the Board to consider other alternatives. The Board noted that other approaches had been considered.**



The Architectural Board of Review has looked at this proposal closely over numerous meetings in order to minimize the impacts to the greatest degree possible and remain consistent with the Hillside Design Guidelines. There was much discussion on how to minimize the mass, bulk and scale, and amount of retaining walls. The proposal as submitted was found to be acceptable. Public comment has been received and considered throughout the entire design review process at ABR.

In terms of 1575 La Vista del Oceano Drive, this application was added more recently to the project scope. The ABR was advised that numerous modifications were required for this proposal; however, the Board felt that the current proposal was appropriate. They looked at various options and found that access from the upper portion of La Vista del Oceano Drive was appropriate. They found the mass, bulk and scale to be acceptable and noted that the fixed elevation of the finished garage floor, necessary to enter the garage from the street, was driving the plate heights below. The modifications required for this proposal are discretionary and will be reviewed by the Planning Commission with all of the supporting evidence to determine whether the appropriate findings can be made.

It was noted that the lots do not comply with Slope Density. As stated earlier, although new lots would have to adhere to current lot area and slope standards as outlined in the Zoning Ordinance and General Plan, existing legal lots such as those in this project are not required to meet these standards. It should be noted that most of the properties in this neighborhood that have been developed do not meet the minimum lot size for development on those lots based on current standards. Additionally, sites that were included in the floor area ratio calculations comparison were comparable lots in the surrounding neighborhood in terms of lot size and and slope.

The proposal has been designed to minimize grading and retaining walls, and to fit into the topography. The views of the development would be softened with the addition of appropriate landscaping. The project siting designs, architecture, and landscaping would continue to be subject to review and approval by the Architectural Board of Review to meet adopted visual design guidelines. Therefore, the projects would have a *less than significant* cumulative impacts to area visual aesthetics.

#### 1.c. Lighting

The project would provide outdoor lighting typical of residential areas in a project of limited scope. Exterior lighting would be subject to compliance with the requirements of SBMC Chapter 22.75, the City's Outdoor Lighting and Design Ordinance. The ordinance provides that exterior lighting be shielded and directed to the site such that no undue lighting or glare would affect surrounding residents, roads, or habitat areas. As such, project impacts on lighting and glare would be *less than significant*.

#### Aesthetics – Mitigation and Residual Impact

No mitigation required. Project effects on public scenic views, visual aesthetics and compatibility, and lighting would be *less than significant (Class 3)*. Further review and permitting by the Architectural Board of Review may refine project design.



2. <b>AIR QUALITY</b> Could the project:	<b>NO</b>	<b>YES</b> <i>Level of Significance</i>
a) Violate any air quality standard or contribute to an existing or projected air quality violation?		Less Than Significant
b) Expose sensitive receptors to pollutants?		Less Than Significant
c) Create objectionable odors?	✓	
Is the project consistent with the County of Santa Barbara Air Quality Attainment Plan? Yes		

### **Air Quality - Discussion**

**Issues.** Air quality issues involve pollutant emissions from vehicle exhaust and industrial or other stationary sources that contribute to smog, particulates and nuisance dust associated with grading and construction processes, and nuisance odors.

Smog, or ozone, is formed in the atmosphere through a series of photochemical reactions involving interaction of oxides of nitrogen [NO<sub>x</sub>] and reactive organic compounds [ROC] (referred to as ozone precursors) with sunlight over a period of several hours. Primary sources of ozone precursors in the South Coast area of Santa Barbara County are vehicle emissions. Sources of particulate matter (PM<sub>10</sub>) include demolition, grading, road dust, and vehicle exhaust, as well as agricultural tilling and mineral quarries.

The City of Santa Barbara is part of the South Central Coast Air Basin. The City is subject to both the California Ambient Air Quality Standards (CAAQS) and the National Ambient Air Quality Standards (NAAQS); CAAQS are more stringent than the national standards. Both standards are health-based and are set for six pollutants: photochemical ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, particulate matter, and lead. California also has ambient air quality standards for Visibility Reducing Particles, Sulfates, Hydrogen Sulfide, and Vinyl Chloride. The Santa Barbara County Air Pollution Control District (SBCAPCD) provides oversight on compliance with air quality standards and preparation of the County Clean Air Plan. Presently, the County of Santa Barbara is in non-attainment with the CAAQS for ozone (O<sub>3</sub>) and particulate matter (PM<sub>10</sub>). An area is in nonattainment for a pollutant if the applicable CAAQS for that pollutant has been exceeded more than once in three years.

**Impact Evaluation Guidelines.** A project may create a significant air quality impact from the following:

- Exceeding an APCD pollutant threshold; inconsistency with District regulations; or exceeding population forecasts in the adopted County Clean Air Plan.
- Exposing sensitive receptors, such as children, the elderly, or sick people to substantial pollutant exposure.
- Substantial unmitigated nuisance dust during earthwork or construction operations.
- Creation of nuisance odors inconsistent with APCD regulations.

**Long-Term (Operational) Impact Guidelines:** The City of Santa Barbara uses the SBCAPCD thresholds of significance for evaluating air quality impacts. The APCD has determined that a proposed project will not have a significant air quality impact on the environment if operation of the project will:

- Emit (from all project sources, both stationary and mobile) less than 240 pounds per day for ROC and NO<sub>x</sub>, and 80 pounds per day for PM<sub>10</sub>;

- Emit less than 25 pounds per day of ROC or NO<sub>x</sub> from motor vehicle trips only;
- For CO, contribute less than 800 peak hour trips to an individual intersection;
- Not cause a violation of any California or National Ambient Air Quality Standard (except ozone); and not exceed the APCD health risks public notification thresholds adopted by the APCD Board; and
- Be consistent with the adopted federal and state air quality plans for Santa Barbara.

Short-Term (Construction) Impacts Guidelines: Projects involving grading, paving, construction, and landscaping activities may cause localized nuisance dust impacts and increased particulate matter (PM<sub>10</sub>). The SBCAPCD has not identified impact significance thresholds to temporary construction dust. Standard dust mitigation measures are applied to projects with either significant or less than significant effects.

Exhaust from construction equipment also contributes to air pollution. While the SCAPCD has not established impact significance thresholds, as a guideline, SBCAPCD Rule 202.F.3 identifies a substantial effect associated with projects having combined emissions from all construction equipment that exceed 25 tons of any pollutant except carbon monoxide within a 12-month period. Particulate emissions from diesel exhaust are classified as carcinogenic by the state of California. The APCD recommends the measures listed under AQ-8 below be adhered to during project grading and construction to reduce emissions from construction equipment.

Cumulative Impacts and Consistency with Clean Air Plan: If the project-specific impact exceeds the significance threshold, it is also considered to have a considerable contribution to cumulative impacts. When a project is not accounted for in the most recent Clean Air Plan growth projections, then the project's impact may also be considered to have a considerable contribution to cumulative air quality impacts. The Santa Barbara County Association of Governments and Air Resources Board on-road emissions forecasts are used as a basis for vehicle emission forecasting. If a project provides for increased population growth beyond that forecasted in the most recently adopted CAP, or if the project does not incorporate appropriate air quality mitigation and control measures, or is inconsistent with APCD rules and regulations, then the project may be found inconsistent with the CAP and may have a significant impact on air quality.

### **Air Quality – Existing Conditions and Project Impacts**

#### **2.a-b. Air Pollutant Emissions**

Short-Term (Construction) Impacts: Project construction would be completed in approximately 14 months. The upper lots would be graded first because soil would need to be moved from the upper lots to the road bed. The grading, which includes overall site preparation, is estimated to take approximately six weeks. The individual foundations, utilities, and concrete work for each building are anticipated to take about 10 weeks. Framing and construction would then begin and is anticipated to take approximately 10 months to complete. Estimated grading for the homes and roadway would consist of 3,427 cubic yards of cut and 3,076 cu. yds. of fill outside the main building footprints and 1,543 cu. yds. of cut and 5 cu. yds. of fill within the building footprints. The grading, paving, and landscaping activities would cause localized fugitive dust and particulate matter (PM<sub>10</sub>) emissions that could affect neighboring residents. Temporary dust-related impacts are considered adverse but *less than significant*. Application of standard SBCAPCD dust control mitigation measures, including sprinkling the site during earth moving activities to control dust, covering of trucks transporting soil/building materials, stabilization of disturbed areas with seeding and watering, soil binders, etc., would reduce dust effects to the extent feasible, consistent with the Clean Air Plan.

Diesel-powered construction equipment would also emit NO<sub>x</sub>, ROC and diesel particulate emissions. Anticipated construction equipment to be used would consist of: pickup trucks, dump trucks, backhoes, forklifts, a loader, an excavator, a bulldozer, a motor grader, a paddle wheel earthmover, a truck-mounted drill rig, concrete trucks, trenching machines, and possible cranes for structural steel placement. Based on the

limited size of the proposed project and estimated 6 weeks of grading activities, short-term emissions of NO<sub>x</sub> and ROC would be less than significant. Standard SBCAPCD measures for construction equipment and diesel exhaust would minimize these effects, consistent with the Clean Air Plan.

**Long-Term (Operational Emissions) Impacts:** Long-term project air pollutant emissions primarily stem from motor vehicles associated with a project and/or from stationary sources that may require permits from the Santa Barbara County Air Pollution Control District (SBCAPCD). The proposed project would not contain any stationary sources that require permits from APCD. The proposed 4 new residences would result in approximately 40 new average daily trips (ADTs), including 4 a.m. and 4 p.m. peak-hour commute trips. Because the proposed project will generate less than 800 peak hour trips, CO impacts would be less than significant. The APCD guidelines identify projects involving approximately 133 units as exceeding the impact significance threshold. Using the URBEMIS computer model, it is estimated that the proposed project would generate 1.11 pounds per day of NO<sub>x</sub> and 0.90 pounds per day of ROC (*See Attachment 815*). The proposed project would have a less than significant long-term air quality impact. “Green” building techniques are recommended to reduce the projects’ incremental contribution to energy use and air pollution.

## **2.c. Odors**

The proposed project does not contain any features with the potential to emit substantial odorous emissions from sources such as commercial cooking equipment, combustion or evaporation of fuels, sewer treatment, or solvents and surface coatings. Project impacts would be less than significant.

## **Consistency with the Clean Air Plan**

The 2001 CAP forecasts an additional 60,000 housing units in Santa Barbara County by 2030. The project’s proposed residences would account for a small portion of the projected housing, and are considered to be within and consistent with the population growth forecast of the latest (2001) CAP.

## **Air Quality – Recommended Mitigation Measures**

**AQ-1 Watering of Site.** During site grading and transportation of fill materials, regular water sprinkling shall occur using reclaimed water whenever the Public Works Director determines that it is reasonably available. During clearing, grading, earth moving or excavation, sufficient quantities of water, through use of either water trucks or sprinkler systems, shall be applied to prevent dust from leaving the site. Each day, after construction activities cease, the entire area of disturbed soil shall be sufficiently moistened to create a crust.

Throughout construction, water trucks or sprinkler systems shall also be used to keep all areas of vehicle movement damp enough to prevent dust raised from leaving the site. At a minimum, this will include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency will be required whenever the wind speed exceeds 15 mph.

**AQ-2 Covered Fill Material/Truck Loads.** If importation, exportation and stockpiling of fill material are involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be covered from the point of origin.

**AQ-3 Truck Haul Routes.** Refer to mitigation measure TC-1, in Section 11 Transportation/Circulation.

**AQ-4 Wind Erosion Control.** After clearing, grading, earth moving or excavation is completed; the entire area of disturbed soil shall be treated to prevent wind pickup of soil. This may be accomplished by:

- A. Seeding and watering until grass cover is grown;
- B. Spreading soil binders;

C. Sufficiently wetting the area down to form a crust on the surface with repeated soakings as necessary to maintain the crust and prevent dust pickup by the wind;

D. Other methods approved in advance by the Air Pollution Control District.

**AQ-5 Expeditious Paving.** All roadways, driveways, sidewalks, etc., should be paved as soon as possible. Additionally, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

**AQ-6 Gravel pads.** Gravel pads must be installed at all access points to prevent tracking of mud on to public roads.

**AQ-7 Dust Control Monitor.** The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to approval of map recordation and issuance of any grading permits for the project.

**AQ-8 Construction Equipment Requirements.** The following shall be adhered to during project grading and construction to reduce NOx and particulate emissions from construction equipment:

A. Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean" diesel engines) shall be utilized wherever feasible.

B. Clean diesel fuel (Ultra-Low Sulfur Diesel) fuel shall be used.

C. The engine size of construction equipment shall be the minimum practical size.

D. The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.

E. Construction equipment shall be maintained in tune per the manufacturer specifications.

F. Construction equipment operating onsite shall be equipped with two to four degree engine timing retard or precombustion chamber engines.

G. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.

H. Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California shall be installed, if available.

I. Diesel powered equipment should be replaced by electric equipment whenever feasible.

J. Construction worker trips shall be minimized by requiring carpooling and by providing for lunch onsite.

**AQ-9 Green Building Design.** ~~The applicant~~Each Owner shall incorporate feasible green building measures into project design on the parcel(s) of Real Property owned by such Owner, which may include but are not limited to: energy conservation measures beyond Title 24 requirements; reduction of hazardous materials use, waste reduction measures, and water conservation measures, ~~and transportation demand management/alternative transportation measures.~~

**Air Quality - Residual Impact**

Temporary construction-related impacts would be adverse but *less than significant (Class 3)*, and further reduced by recommended application of standard dust control and equipment measures. Long-term air quality emissions of the proposed project would be *less than significant (Class 3)*.

3. BIOLOGICAL RESOURCES Could the project result in impacts to:	NO	YES <i>Level of Significance</i>
a) Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?	✓	
b) Locally designated historic, Landmark or specimen trees?	✓	
c) Natural communities (e.g. oak woodland, coastal habitat, etc.).	✓	
d) Wetland habitat (e.g. marsh, riparian, and vernal pool)?	✓	
e) Wildlife dispersal or migration corridors?		Less than significant

**Biological Resources - Discussion**

**Issues:** Biological resources issues involve the potential for a project to substantially affect biologically-important natural vegetation and wildlife, particularly species that are protected as rare, threatened, or endangered by federal or state wildlife agencies and their habitat, native specimen trees, and designated landmark or historic trees.

**Impact Evaluation Guidelines:** Existing native wildlife and vegetation on a project site are qualitatively assessed to identify whether they constitute important biological resources, based on the types, amounts, and quality of the resources within the context of the larger ecological community. If important biological resources exist, project effects to the resources are qualitatively evaluated to determine whether the project would substantially affect these important biological resources. Significant biological resource impacts may potentially result from substantial disturbance to important wildlife and vegetation in the following ways:

- Elimination or substantial reduction or disruption of important natural vegetative communities and wildlife habitat or migration corridors, such as oak woodland, coastal strand, riparian, and wetlands.
- Substantial effect on protected plant or animal species listed or otherwise identified or protected as endangered, threatened or rare.
- Substantial loss or damage to important native specimen trees or designated landmark or historic trees.

**Biological Resources – Existing Conditions and Project Impacts****3.a.c.e. Endangered, threatened or rare species or their habitats/ Natural communities/Wildlife dispersal or migration corridors**

No sensitive plant species listed or proposed for listing under federal or state agencies are known or expected to inhabit the project site. Additionally, no sensitive animal species listed or proposed for listing under either the

State or Federal Endangered Species Act is expected in the vicinity of the site. The Master Environmental Assessment (MEA) identifies the proposed site as located in an area potentially with native California annual grassland. On visual inspection, these sites have been previously disturbed. The bulk of the vegetation cover for these sites is non-native grasslands and weedy species typical of disturbed areas, and is not part of a major connected native habitat or wildlife corridor. The site has limited habitat value, but as an open, undeveloped area, the site is used by urban-adopted wildlife such as birds, rodents, and small mammals for movement and foraging. Development with low-density residential uses would not preclude this use. The landscape plans would add numerous trees (currently there are none), and would therefore result in a long-term net benefit for some species. The loss in non-native grassland would be *less than significant*.

**Comments Received:** A representative of the Department of Fish and Game requested that the analysis be augmented.

**Staff Response:** Rachel Tierney prepared a biological survey on June 23, 2005 (*See Attachment 16*), which is summarized by the following discussion. The site was surveyed and the biologist was able to identify a number of plants from the dried remains and resprouted, rooted stumps. The majority of the site appears to be a weedy field supporting common European grasses. The northwestern corner of the site has remains of California sagebrush, several coyote brush, with an understory of purple needlegrass. This type of weedy grassland with patches of thin scrub is common in the remaining undeveloped sites on the ocean-facing portions of the Mesa. This is also corroborated with older photographs that show the site prior to the disturbance. Ms. Tierney confirms that no sensitive plant species listed or proposed for listing under federal or state agencies are known or expected to inhabit the project site. Legless lizard and coast horned lizard (which are considered federal and state "Species of Concern") are known to inhabit the area although they are not anticipated to occur in such a small pocket of scrub. Several sensitive avian species known from the area may forage at the site, although they are very unlikely to choose to nest at the project site due to lack of suitable riparian woodland habitat. The report concludes that the site did not sustain sensitive species or habitat prior to the recent mowing.

**The cumulative effects of development throughout the South Coast lessen the overall amount of foraging habitat for raptors. The project site is limited in size and contains a minimal and disturbed habitat within an urbanized setting. The project loss of potential habitat for raptor use is an incremental, less than significant contribution to cumulative effects.**

### **3.b. Locally designated historic, Landmark or specimen trees**

No impacts to locally designated historic, Landmark or specimen trees would occur as a result of the proposed project since no such resources exist on the site.

### **3.d. Wetland habitat**

No impacts to locally wetland habitats would occur as a result of the proposed project since no such resources exist on the site.

### **Biological Resources – Mitigation and Residual Impact**

Impacts to biological resources would be *less than significant (Class 3)*, and no mitigation measures are necessary.

4. CULTURAL RESOURCES	NO	YES
Could the project:		<i>Level of Significance</i>
a) Disturb archaeological resources?		Less than significant
b) Affect a historic structure or site designated or eligible for designation as a National, State or City landmark?	✓	
c) Have the potential to cause a physical change which would affect ethnic cultural values or restrict religious uses in the project area?	✓	

### Cultural Resources - Discussion

**Issues:** Archaeological resources are subsurface deposits dating from Prehistoric or Historical time periods. Native American culture appeared along the channel coast over 10,000 years ago, and numerous villages of the Barbareno Chumash flourished in coastal plains now encompassed by the City. Spanish explorers and eventual settlements in Santa Barbara occurred in the 1500's through 1700's. In the mid-1800's, the City began its transition from Mexican village to American city, and in the late 1800's through early 1900's experienced intensive urbanization. Historic resources are above-ground structures and sites from historical time periods with historic, architectural, or other cultural importance. The City's built environment has a rich cultural heritage with a variety of architectural styles, including the Spanish Colonial Revival style emphasized in the rebuilding of Santa Barbara's downtown following a destructive 1925 earthquake.

**Impact Evaluation Guidelines:** Archaeological and historical impacts are evaluated qualitatively by archeologists and historians. First, existing conditions on a site are assessed to identify whether important or unique archaeological or historical resources exist, based on criteria specified in the State CEQA *Guidelines* and City Master Environmental Assessment *Guidelines for Archaeological Resources and Historical Structures and Sites*, summarized as follows:

- Contains information needed to answer important scientific research questions and there exists a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with an important prehistoric or historic event or person.

If important archaeological or historic resources exist on the site, project changes are evaluated to determine whether they would substantially affect these important resources.

### Cultural Resources – Existing Conditions and Project Impacts

#### **4.a-c. Archaeology, Historical Resources and Ethic/Religious Values**

According to the City's Master Environmental Assessment, the project site is not located in any archaeological resource sensitivity zones. No identified historic structures or recorded archaeological or ethnic sites are present on or near the project site, nor does the property involve religious uses. No impacts to cultural resources are expected to occur due to the proposed development. However, in the unlikely event that cultural resources are found during project earthwork, the following mitigation measures have been included as recommended by the Master Environmental Assessment, consistent with Conservation Element policies.

**Cultural Resources – Recommended Mitigation**

**CR-1 Unanticipated Archaeological Resource Discovery Procedures.** Prior to the start of any vegetation or paving removal, demolition, trenching or grading, contractors and construction personnel shall be alerted to the possibility of uncovering unanticipated subsurface archaeological features or artifacts associated with past human occupation of the parcel.

If such cultural resources are encountered or suspected, work shall be halted immediately, the City Environmental Analyst shall be notified and a City-approved archaeologist shall be consulted. The latter shall be employed by the applicant to assess the nature, extent and significance of any discoveries and to develop appropriate management recommendations for archaeological resource treatment, including but not limited to redirection of grading and/or excavation activities.

If the findings are potentially significant, a Phase III program (which may entail measures such as project redesign to avoid resources, documentation and capping of resources in place, or recovery) shall be prepared and accepted by the Environmental Analyst and the Historical Landmarks Commission. That portion of the Phase III program which requires work on-site shall be completed prior to continuing construction in the affected area.

If prehistoric or other Native American remains are encountered, a Native American representative shall be contacted and shall remain present during all further subsurface disturbance in the area of the find. If a discovery potentially consists of human remains, the Santa Barbara County Coroner and California Native American Heritage Commission must also be contacted and federal and state regulations followed.

**Cultural Resources – Residual Impact**

Project impacts on archaeological, historic, and ethnic/religious resources would be less than significant (Class 3).

5. GEOPHYSICAL CONDITIONS		NO	YES
Could the project result in or expose people to:			<i>Level of Significance</i>
a)	Seismicity: fault rupture?		Less Than Significant
b)	Seismicity: ground shaking or liquefaction?		Less Than Significant
c)	Seismicity: seiche or tsunami?	✓	
d)	Landslides or mudslides?		Potentially Significant, Mitigable
e)	Subsidence of the land?	✓	
f)	Expansive soils?		Potentially Significant, Mitigable
g)	Excessive grading or permanent changes in the topography?		Less Than Significant

**Geophysical Conditions - Discussion**

**Issues:** Geophysical impacts involve geologic and soil conditions and their potential to create physical hazards affecting persons or property; or substantial changes to the physical condition of the site. Included are earthquake-related conditions such as fault rupture, groundshaking, liquefaction (a condition in which saturated



soil loses shear strength during earthquake shaking), or seismic sea waves; unstable soil or slope conditions, such as landslides, subsidence, expansive or compressible/collapsible soils; or erosion; and extensive grading or topographic changes.

**Impact Evaluation Guidelines:** Potentially significant geophysical impacts may result from:

- Exposure to or creation of unstable earth conditions due to seismic conditions, such as earthquake faulting, groundshaking, liquefaction, or seismic waves.
- Exposure to or creation of unstable earth conditions due to geologic or soil conditions, such as landslides, settlement, or expansive, collapsible/compressible, or expansive soils.
- Extensive grading on slopes exceeding 20%, substantial topographic change, destruction of unique physical features; substantial erosion of soils, overburden, or sedimentation of a water course.

#### **Geophysical Conditions – Existing Conditions and Project Impacts**

Separate foundation exploration reports and geology reports were submitted for the individual sites that comprise this project, with the most recent updates prepared in 2004. (*See Attachments 917 through 1018*). The geology reports evaluated geologic conditions and hazards in the vicinity of the site that could adversely affect the construction of future residences or safety of future residents or properties. The reports include a description of the geologic conditions and recommendations for the design and construction of the project. Additionally, the foundation exploration reports included recommendations on the construction of the homes and all related improvements. The analysis is summarized below.

#### **5.a-c. Earthquake Fault Rupture, Groundshaking, Liquefaction, Seiche, Tsunami.**

The closest mapped faults to the site are the Lavigia fault, Mesa fault, and faults within the More Ranch-Mission Ridge-Arroyo fault zones. Faults are also mapped offshore of the site in the northern and central Santa Barbara Channel. The geology reports prepared for these sites found that no mapped faults traverse through the project area. Based on the geologic report, the closest mapped fault to the site is the southeast-northwest trending Lavigia Fault, located about 0.5 miles to the south of the project site. The Lavigia Fault is considered to be inactive by the Santa Barbara City Seismic Safety and Safety Element. One of the closest active faults to the site is the Mesa Fault located about one mile from the sites. The Mesa Fault is capable of producing an estimated 5.0 – 7.0 magnitude maximum credible earthquake. This is a typical seismic groundshaking condition for California, where landsliding and earthen failures could occur. Uniform Building Codes provide for residential construction standards to address earthquake groundshaking. Due to the geologic consistency and structure of the underlying material, the development areas of the site are not believed to be affected by secondary ground failure phenomena such as liquefaction, or excessive ground settlement that can be caused by strong ground shaking. The MEA identifies the site as not subject to impact from seismically-induced waves, including tsunami run-up or seiches.

#### **5.d.e.f. Slope Stability, Soils and Erosion**

The site-specific geologic and soils reports conclude that the sites are suitably stable for development with application of recommended grading and engineering methods. Surface soils are moderately expansive. Site preparation would include overexcavation of subgrade soils and recompaction. The site-specific geology reports described details of varying degrees of erosion on the sites. There were different levels of shallow surface failures with evidence of past erosional damage on some of the steeper sloping areas on the properties. The erosion scars are predominantly located on the south-facing cut slopes along the southern margins of the properties. However, there is no visible evidence of significant amounts of slope instability that would preclude development of the sites. The project incorporates a number of retaining walls to stabilize finished slopes.

Due to the silt and sand nature of the surface, long-term erosion and drainage control are very important to reducing geologic impacts to the hillside. By collecting and transmitting on-site drainage in a non-erosive manner to the drainage course and precluding concentrated run-off and erosion (See Section 12, Water), the *potentially significant impact* of the small-scale surficial earthen failures would be minimized. Also, short-term erosion and sedimentation during project grading, site preparation and construction would be reduced to *less than significant* impacts with required grading, erosion and drainage control measures (See Section 12, Water).

**Comments Received: Some members of the public expressed concerns about the amount of grading, the steepness of the lots, and slope stability. (See Letters of Comment from Napier, Rogers).**

**Staff Response: Site-specific geologic and soils reports were submitted for each site. They included an analysis of the existing conditions of the site and the proposed development. All of the sites were found suitable for development. Building & Safety Staff have reviewed the licensed geologist reports and the updates for the subject properties and reaffirmed that the proposed construction can mitigate the addressed issues. They agree with the licensed engineers' initial conclusions and design assumptions. Strict adherence to the engineer's design parameters is always necessary for a successfully built project. The engineering solutions will be further reviewed during the building plan check process and throughout the construction phase.**

### **5.g. Topographic Changes**

The entire project area is located on a south-facing slope with gradients which vary from approximately 29 to 50 percent. Although the slope of the lot at 1575 LVDO Dr. is 50%, the development/building area for the site is approximately 39%. The grading design for the residences is similar to the surrounding neighborhood. The structures would be imbedded into the hillside and step down the slope of the property, with the downhill elevations at two or three stories. The total amount of grading for the project, which consists of the four new homes and connecting the upper and lower portions of La Vista del Oceano Drive, would be 9,940 cu. yds. This includes 4,970 cu. yds. of cut and 3,082 cu. yds. of fill, and 1,890 cu. yds. of export resulting in 2,175 cu. yds. (1,890 cu. yds. raw quantity plus a 15% swell of 285 cu. yds. = will result in 2,175 cu. yds.) of total export. A significant portion of the cut obtained from the residential lots would be used to raise the road bed a maximum of 8 feet in order for the upper lots to have adequate vehicular access to the sites. Estimated grading for the homes and roadway would consist of 3,427 cubic yards of cut and 3,076 cu. yds. of fill outside the main building footprints and 1,543 cu. yds. of cut and 5 cu. yds. of fill within the building footprints.

In this case, grading outside the structure footprints would follow the natural landform as much as is feasible, with the exception of localized fill necessary for the shared driveway of the upper lots. The roads and driveways have been aligned to minimize grading while meeting the required design standards for width, gradient and cross fall. The proposed residences have been designed to blend into the hillside and surrounding neighborhood. Additionally, the grading has been reviewed closely by the Architectural Board of Review in order to minimize the amount of grading and reduce the height and amount of retaining walls necessary for the development. The proposed grading design implements the City's Hillside Housing Techniques and the grading plans for the project would be compatible with the site's natural contours as much as feasible given the need to raise the road bed and create a shared driveway in order to provide adequate access to the upper lots. Impacts from topographic modification and gradient changes would be *less than significant*.

**Comments Received: Some members of the public expressed concerns about the amount of grading and retaining walls proposed. (See Letters of Comment from Edwards, Napier, Rogers, Tebo).**

**Staff Response: Site-specific geologic and soils reports were submitted for each site that included an analysis of the existing conditions of the site and the proposed development. Building & Safety Staff have reviewed the reports and the updates for the subject properties and agree with the licensed engineers'**

initial conclusions and design assumptions. The engineering solutions will be further reviewed during the building plan check process and throughout the construction phase. The proposal has been reviewed by the Architectural Board of Review extensively to minimize grading and retaining walls, and to fit into the topography. The project siting, designs, architecture, and landscaping would continue to be subject to review and approval by the ABR to meet adopted hillside design guidelines. Therefore, the projects would have a *less than significant* impacts from topographic modification and gradient changes.

#### Geophysical Conditions – Required Mitigation

**G-1 Earthwork, Foundation, and Structural Design.** ~~The applicants~~Each Owner shall incorporate into the construction plans and implement all recommendations specified in the individual geology and soils reports prepared by licensed engineers, geologists or equal for the parcel(s) of Real Property owned by such Owner.

**G-2 Erosion Control Plan.** Refer to mitigation measure W-1, in Section 12 Water.

#### Geophysical Conditions - Residual Impact

With identified mitigation measures potential project impacts associated with seismic, geologic and soil conditions will be reduced to *less than significant levels (Class 2)*. Other potential geophysical impacts would be *less than significant (Class 3)*.

6. HAZARDS Could the project involve:	NO	YES <i>Level of Significance</i>
a) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?		Less than significant
b) The creation of any health hazard or potential health hazards?	✓	
c) Exposure of people to existing sources of potential health hazards?	✓	
d) Increased fire hazard in areas with flammable brush, grass, or trees?		Potentially Significant, Mitigable

#### Hazards - Discussion

**Hazards Issues:** Hazardous materials issues involve the potential for public health or safety impacts from exposure of persons or the environment to hazardous materials or risk of accidents involving combustible or toxic substances.

**Hazards Impact Evaluation Guidelines:** Significant impacts may result from the following:

- Siting of incompatible projects in close proximity to existing sources of safety risk, such as pipelines, industrial processes, railroads, airports, etc.
- Exposure of project occupants or construction workers to unremediated soil or groundwater contamination.
- Exposure of persons or the environment to hazardous substances due to improper use, storage, or disposal of hazardous materials.

- Siting of development in a high fire hazard areas or beyond adequate emergency response time, with inadequate access or water pressure, or otherwise in a manner that creates a fire hazard

**Hazards – Existing Conditions and Project Impacts**

**6.a-c. Hazardous Materials**

The project site has no known contamination and is not listed on the County Fire Department Hazardous Materials parcel listings. The project site is not located close to sources of public safety or health hazards, such as pipelines. However, there is an abandoned oil well located at least 100 feet from the closest building. It is a dry hole that was abandoned in 1936 and does not meet current standards for abandonment. All buildings exceed the minimum distance standards enacted by the California Department of Conservation, Division of Oil, Gas, & Geothermal Resources (*See Attachment 191*). The well is required to be plugged and abandoned to current Division specifications prior to construction in the area.

Hazardous materials use and storage would be limited to small amounts of common household, automotive, and gardening supplies, such as cleansers, paint, motor oil, and pesticides. No health hazards are existing nor would be created with the proposed residential development. Impacts would be *less than significant*. A recommended measure is identified to address unexpected discovery of hazardous materials during construction. (See also Section 12 Water Resources for measures to protect water quality from hazardous materials during construction.)

**Comments Received: Mr. Goda asked if the well could be abandoned if found during the construction process since the exact location of the well is uncertain. (See Attachment 4).**

**Staff Response: There is conflicting information on the exact location of the abandoned oil well; therefore, it may require extensive ground disturbance to find the precise location of the well. One of the conflicting map locations indicates that it may be located off-site on an adjacent property. In any case it would exceed the minimum distance requirements of 50 feet from the closest proposed building. For these reasons, Staff concurs that the well should be abandoned per Division specifications if it is found during the construction process instead of incurring an unknown amount of additional grading to find the precise location. Since all the buildings exceed the minimum distance standards enacted by the California Department of Conservation, Division of Oil, Gas, & Geothermal Resources and if found the well will be plugged and abandoned per Division standards, impacts would be less than significant.**

**6.d. High Fire Hazards**

The project site is located in the High Fire Hazard area, and development of residences constitutes a *potentially significant but mitigable impact*. The proposed project's landscape plans would comply with City high fire hazard area requirements for access, construction (access), water availability, and vegetation brush management. The landscape plan also complies with the vegetation landscape and management zones around developable areas. The landscape zones for all proposed structures are required for a distance of 100 feet in high fire hazard areas with project area slopes greater than 20 percent; the Fire Department may recommend the fire landscape zone area to be increased from 100 feet to 150-200 feet. Although the average slope of the project area exceeds 30 percent, the Fire Department determined that this requirement is not applicable in this instance, since the site is not in a high or extreme hazard area; therefore, the additional distance is not justified. Table 1 below identifies what generally can and cannot be planted within the various landscape and management zones. With compliance with the City's high fire hazard requirements for brush maintenance and landscape design, the project related hazard impacts would be *less than significant*. Additionally, there would be a project benefit by connecting the upper and lower parts of La Vista del Oceano Drive, improving emergency access and evacuation.

**Table 1: Recommendations for Plant Placement in the High Fire Hazard Area**

ZONE 1 0 – 30 feet	This area is closest to a structure. It provides the best protection against the high radiant heat that results during a wildfire. Plants should be low growing, irrigated plants. Focus should be on ground covers not more than 12 inches in height or succulents. Use non-flammable materials for paths, patios, and mulch. Trees should not be planted closer than 15 feet to a structure.
ZONE 2 30 – 50 feet	Maintain a reasonably open character in this area. Plant low growing ground covers and succulents resistant to fire. Shrubs up to 3 feet can be planted but should have at least 18 feet spacing between other shrubs or other trees. Shrubs can be planted in clusters not more than 10 feet in diameter, but should have at least 18 feet between clusters. Do not plant shrubs underneath tree canopies. Trees should be spaced at least 30 feet apart to prevent crowns from touching once fully grown.
ZONE 3 50 – 70 feet	This area should have native and Mediterranean plantings that require irrigation and should not be higher than 4 to 6 feet. Shrubs should be spaced at least 18 feet away from each other. Shrubs can be planted in clusters not more than 10 feet in diameter, but should have at least 18 feet between clusters. Trees should be spaced at least 30 feet apart to prevent crowns from touching once fully grown.
ZONE 4 70 – 100 feet or greater	This zone is furthest from the structure. Plantings once established need no irrigation. There is no limit to height. Shrubs planted in this area should have 18 feet spacing or be planted in clusters with at least 18 feet spacing. Trees can be planted in groups or with individual spacing at least 30 feet from other trees.

**Hazards – Required Mitigation**

**H-1 High Fire Vegetation Management.** Residences located in the High Fire Hazard area are required to maintain vegetation to create an effective fuel break by thinning dense vegetation (mosaic style) and removing dry brush, flammable vegetation and combustible growth from areas within 100 feet of all buildings or structures. ~~The Each eOwner~~ shall perform the following maintenance annually on the parcels of Real Property owned by such Owner for the life of the project.

- Cut and remove hazardous brush, shrubs, and flammable vegetation such as dry grass and weeds within 100 feet of any structure and within 2 inches of the ground.
- Thin brush from streets and driveways both horizontally and vertically along the property. Flammable vegetation must be cleared on each side of the street or driveway for a distance of 10 feet and a vertical distance of 13 feet, 6 inches. Vegetation must be cut to within 2 inches of the ground. This applies to the public or private driveway and any public or private streets that border the property.
- Remove dead wood, trim the lower branches, and limb all live trees to 6 feet above the ground (or as much as possible with younger, smaller trees), especially trees adjacent to buildings.
- Trim tree limbs back a minimum distance of 10 feet from any chimney opening.
- Remove all dead trees from the property.
- Maintain the roof of all structures free of leaves, needles or other vegetative debris.

- Legally dispose of all cut vegetation, including any debris left from previous tree trimming and brush removal. Cut vegetation may be chipped and spread throughout the property as a ground cover, up to 12 inches in depth, and at least 30 feet from any structure.

**H-2 Landscape Plan.** ~~The Each~~ landscape plan shall adhere to the Fire Department Landscape Guidelines for properties than are in the high fire hazard area. These plans shall be reviewed and approved by the Architectural Board of Review and the Fire Department.

### Hazards – Recommended Mitigation

**H-3 Construction Discovery of Hazardous Materials.** In the event that potentially hazardous materials are uncovered during grading or construction processes, the applicant shall take appropriate measures to assure worker and public safety and provide for assessment and remediation in accordance with State, County, and City regulations.

**H-4 Well Abandonment.** In the event that a well is found during construction activities, ~~t~~The well shall be properly abandoned in accordance with State regulations ~~prior to issuance of a grading permit.~~

### Hazards – Residual Impacts

Project effects associated with wildfire hazard would be mitigated to *less than significant levels (Class 2)*. Project effects associated with hazardous materials and other health and safety conditions would be *less than significant (Class 3)*.

7. NOISE Could the project result in:	NO	YES <i>Level of Significance</i>
a) Increases in existing noise levels?		Less Than Significant
b) Exposure of people to severe noise levels?		Potentially Significant, Mitigable (short term)

### Noise - Discussion

**Issues:** Noise issues are associated with siting of a new noise-sensitive land use in an area subject to high ambient background noise levels, siting of a noise-generating land use next to existing noise-sensitive land uses, and/or short-term construction-related noise.

The primary source of ambient noise in the City is vehicle traffic noise. The City Master Environmental Assessment (MEA) *Noise Contour Map* identifies average ambient noise levels within the City.

Ambient noise levels are determined as averaged 24-hour weighted levels, using the Day-Night Noise Level ( $L_{dn}$ ) or Community Noise Equivalence Level (CNEL) measurement scales. The  $L_{dn}$  averages the varying sound levels occurring over the 24-hour day and gives a 10 decibel penalty to noises occurring between the hours of 10:00 p.m. and 7:00 a.m. to take into account the greater annoyance of intrusive noise levels during nighttime hours. Since  $L_{dn}$  is a 24-hour average noise level, an area could have sporadic loud noise levels above 60 dB(A) which average out over the 24-hour period. CNEL is similar to  $L_{dn}$  but includes a separate 5 dB(A) penalty for noise occurring between the hours of 7:00 p.m. and 10:00 p.m. CNEL and  $L_{dn}$  values usually agree with one another within 1 dB(A). The Equivalent Noise Level ( $L_{eq}$ ) is a single noise level, which, if held constant during the measurement time period, would represent the same total energy as a fluctuating noise.  $L_{eq}$  values are commonly expressed for periods of one hour, but longer or shorter time periods may be specified. In

general, a change in noise level of less than three decibels is not audible. A doubling of the distance from a noise source will generally equate to a change in decibel level of six decibels.

Guidance for appropriate long-term background noise levels for various land uses are established in the City General Plan Noise Element Land Use Compatibility Guidelines. Building codes also establish maximum average ambient noise levels for the interiors of structures.

High construction noise levels occur with the use of heavy equipment such as scrapers, rollers, graders, trenchers and large trucks for demolition, grading, and construction. Equipment noise levels can vary substantially through a construction period, and depend on the type of equipment, number of pieces operating, and equipment maintenance. Construction equipment generates noise levels of more than 80 or 90 dB(A) at a distance of 50 feet, and the shorter impulsive noises from other construction equipment (such as pile drivers and drills) can be even higher, up to and exceeding 100 dB(A). Noise during construction is generally intermittent and sporadic, and after completion of the initial demolition, grading and site preparation activities, tends to be quieter.

The Noise Ordinance (Chapter 9.16 of the Santa Barbara Municipal Code) governs short-term or periodic noise, such as construction noise, operation of motorized equipment or amplified sound, or other sources of nuisance noise. The ordinance establishes limitations on hours of construction and motorized equipment operations, and provides criteria for defining nuisance noise in general.

**Impact Evaluation Guidelines:** A significant noise impact may result from:

- Siting of a project such that persons would be subject to long-term ambient noise levels in excess of Noise Element land use compatibility guidelines as follows:
  - Residential: Normally acceptable maximum exterior ambient noise level of 60 dB(A); maximum interior noise level of 45 dB(A).
- Substantial noise from grading and construction activity in close proximity to noise-sensitive receptors for an extensive duration.

### **Noise – Existing Conditions and Project Impacts**

Long-Term (Operational) Impacts: The City's Master Environmental Assessment noise contour maps identify the property location in an area where average ambient noise levels from roadway noise are 60 dBA or less. The Noise Element establishes 60 dB(A) as the acceptable exterior noise level for residential uses. No substantial noise generation is anticipated to occur as a result of the proposed residential use, mechanical equipment and vehicle traffic. Long-term noise effects associated with the project would be less than significant.

Short-Term (Construction) Impacts: Noise from grading and construction equipment, truck traffic and vibration would affect surrounding noise-sensitive residential uses for about a year. The upper lots would be graded first because dirt would need to be moved from the upper lots to the road bed. The grading, which includes overall site preparation, is estimated to take approximately six weeks. The individual foundations, utilities, and concrete work for each building are anticipated to take about 10 weeks. Framing and construction would then begin and is anticipated to take approximately 10 months to complete. Estimated grading for the homes and roadway would consist of 3,427 cubic yards of cut and 3,076 cu. yds. of fill outside the main building footprints and 1,543 cu. yds. of cut and 5 cu. yds. of fill within the building footprints. Anticipated construction equipment to be used would consist of: pickup trucks, dump trucks, backhoes, forklifts, a loader, an excavator, a bulldozer, a motor grader, a paddle wheel earthmover, a truck-mounted drill rig, concrete trucks, trenching machines, and possible cranes for structural steel placement. The major sensitive receptors to construction noise would be adjacent neighbors. While construction-related noise impacts could be potentially significant,

the impact would be reduced through measures below that further limit the hours of construction activities to daytime on weekdays, and use of equipment mufflers and barriers as needed.

**Noise – Required Mitigation**

**N-1 Construction Hours Limitations.** Construction (including preparation for construction work) is prohibited Monday through Friday before 8:00 a.m. and after 5:00 p.m., and all day on Saturdays, Sundays and holidays observed by the City of Santa Barbara as shown below:

New Year’s Day.....	January 1 <sup>st</sup> *
Martin Luther King’s Birthday .....	3 <sup>rd</sup> Monday in January
Presidents’ Day .....	3 <sup>rd</sup> Monday in February
Memorial Day .....	Last Monday in May
Independence Day.....	July 4 <sup>th</sup> *
Labor Day .....	1 <sup>st</sup> Monday in September
Thanksgiving Day.....	4 <sup>th</sup> Thursday in November
Following Thanksgiving Day .....	Friday following Thanksgiving Day
Christmas Day.....	December 25 <sup>th</sup> *

\*When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday, respectively, shall be observed as a legal holiday.

When, based on required construction type or other appropriate reasons, it is necessary to do work at night, contractor shall contact the Chief of Building and Safety to request a waiver from the above construction hours, using the procedure outlined in SBMC §9.16.015 Construction Work at Night. Contractor shall notify all residents within 300 feet of the parcel of intent to carry out night construction a minimum of 48 hours prior to said construction. Said notification shall include what the work includes, the reason for the work, the duration of the proposed work and a contact number.

**N-2 Construction Notification to Neighbors.** At least twenty (20) days prior to commencement of construction, the contractor shall provide written notification to property owners and residents within 450 feet of the project area, to surrounding area homeowners associations, and posted at the access to construction site. The notice shall provide a construction schedule, required noise conditions applied to the project, and the name and telephone number of the Project Manager who can address questions and problems that may arise during construction.

**N-3 Construction Equipment Mufflers and Shields.** All construction equipment, including trucks, shall be professionally maintained and fitted with standard manufacturers’ muffler and silencing devices. Sound control devices and techniques, such as noise shields and blankets, shall be employed as needed to reduce the level of noise to surrounding residents.

**Noise - Residual Impact**

Potentially significant temporary construction-related impacts would be reduced to less than significant (Class 2) levels through application of standard noise mitigation measures. Long-term noise impacts of the project would be less than significant (Class 3)



8. POPULATION AND HOUSING Could the project:	NO	YES <i>Level of Significance</i>
a) Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructure)?		Less than Significant
b) Displace existing housing, especially affordable housing?	✓	

**Population and Housing - Discussion**

**Impact Evaluation Guidelines:** Issues of potentially significant population and housing impacts may involve:

- Growth inducement, such as provision of substantial population or employment growth or creation of substantial housing demand; development in an undeveloped area, or extension/ expansion of major infrastructure that could support additional future growth.
- Loss of a substantial number of housing units, especially loss of more affordable housing.

**Population and Housing – Existing Conditions and Project Impacts****8.a-b. Population Growth**

Development of four residential units would not result in substantial growth or concentration of population, given the size of the surrounding population and the project's location within a developed residential area. The anticipated growth in the immediate area is not substantial and the necessary public infrastructure improvements are present in the project area. No expansion of the existing water or sewer resources is proposed which would support the potential for additional development in the area. The completion of La Vista del Oceano Drive is required for the proposed project in order to meet access requirements. There are only two other vacant lots in this neighborhood (besides those involved in this project) and those are accessed from the upper portion of La Vista del Oceano Drive. These improvements would not be necessary for the development of those remaining two lots. While the completed roadway would be beneficial to the community for circulation and fire protection services, it would not directly or indirectly result in additional development beyond the project. Additionally, no housing would be displaced by development of the project. Project impacts would be less than significant.

**Population and Housing – Mitigation and Residual Impact**

No mitigation required. Project growth-inducing impacts and housing displacement would be less than significant. The project would add 4 additional residential units to the housing stock.

9. PUBLIC SERVICES Could the project have an effect upon, or result in a need for new or altered services in any of the following areas:	NO	YES <i>Level of Significance</i>
a) Fire protection?		Less than Significant
b) Police protection?		Less than Significant
c) Schools?		Less than Significant
d) Maintenance of public facilities, including roads?		Less than Significant
e) Other governmental services?		Less than Significant
f) Electrical power or natural gas?		Less than Significant
g) Water treatment or distribution facilities?		Less than Significant
h) Sewer or septic tanks?		Less than Significant
i) Water distribution/demand?		Less than Significant
j) Solid waste disposal?		Less than Significant

**Public Services - Discussion**

**Issues:** This section evaluates project effects on fire and police protection services, schools, road maintenance and other governmental services, utilities, including electric and natural gas, water and sewer service, and solid waste disposal.

**Impact Evaluation Guidelines:** The following may be identified as significant public services and facilities impacts:

- Creation of a substantial need for increased police department, fire department, road maintenance, or government services staff or equipment.
- Generation of substantial numbers of students exceeding public school capacity where schools have been designated as overcrowded.
- Inadequate water, sewage disposal, or utility facilities.
- Substantial increase in solid waste disposal to area sanitary landfills.

**Public Services – Existing Conditions and Project Impacts****9.a. Fire Protection**

The project site is located in the designated High Fire Hazard area. Project fire protection services would continue to be provided to the site by the City Fire Department. The closest fire station is Fire Station 6, located at 1802 Cliff Drive, within approximately a 5-minute emergency response time. The project would result in 4 additional residential units, a limited amount of additional development that would have a negligible effect on fire department staffing and service levels. Since future residential construction would be built and landscaped to comply with City high fire hazard requirements for access, construction, and vegetation brush clearance, no substantial fire hazard impact would result from project development. Project impacts would be *less than*

significant. Additionally, there would be a project benefit by connecting the upper and lower parts of La Vista del Oceano Drive, improving emergency access and evacuation.

#### **9.b. Police Protection**

The project site would continue to receive police protection services by the Santa Barbara Police Department, which could accommodate the additional 4 residential units and would have a negligible effect on law enforcement staffing and level of service. Project impacts would be less than significant.

#### **9.c. Schools**

Students living in this residential development could attend public elementary, junior high, and high schools in the Santa Barbara School District, and Santa Barbara City College. The City of Santa Barbara bases its thresholds of impact significance for schools on whether the affected school district is declared overcrowded in accordance with Government Code Section 65971. Government Code Section 65971 provides for a public hearing process for an official district finding of overcrowding and method whereby such findings are transmitted to the City, in part, to allow the City to identify, discuss and perhaps assist the school district to mitigate such conditions of overcrowding. None of the school districts in Santa Barbara have been declared overcrowded as defined by California State law. The project is limited to a net increase of 4 residences, which has the potential to generate only a limited number of additional students. New students generated by the project could be accommodated by existing schools. School impact fees in accordance with State law would be required for the project, and no further mitigation would be required. Impacts to schools would be less than significant.

#### **9.d-g. Public Infrastructure**

The project would be served by City water and sewer, natural gas, electricity, telephone, and CATV. Adequate public services (roads maintenance, governmental services, electric power, gas, water treatment and distribution, and sewer collection and treatment) surround the properties on all sides and connections of the project residences to those services would have an insignificant impact.

#### **9.h. Sewer**

According to the Public Works Water Resources Division, sewage generation for residential projects is approximately 87% of water demand (the remaining 13% is used for landscaping, etc., and is not captured by the sewage system). The project's sewage generation is estimated at 2.18 AFY, approximately 82% of water demand (See 9.i below), and would have a less than significant effect. The maximum capacity of the El Estero Treatment Plant is 11 million gallons per day and there is adequate capacity at the El Estero Treatment Plant for planned future growth. The project would have a less than significant impact on the City's sewer system.

#### **9.i. Water Demand**

The City of Santa Barbara's water supply comes from the following sources, with the actual share of each determined by availability and level of customer demand: Cachuma Reservoir and Tecolote Tunnel, Gibraltar Reservoir and Mission Tunnel, 300 Acre Feet per Year (AFY) of contractual transfer from Montecito Water district, groundwater, State Water Project entitlement, desalination, and recycled water. Conservation and efficiency improvements are projected to contribute to the supply by displacing demand that would otherwise have to be supplied by additional sources. In 1994, based on the comprehensive review of the City's water supply in the Long Term Water Supply Alternatives Analysis (LTWSAA), the City Council approved the Long Term Water Supply Program (LTWSP). The LTWSP outlines a strategy to use the above sources to meet the projected demand of 17,900 AFY (including 1,500 AFY of demand projected to be met with conservation) plus a 10 percent safety margin for a total of 19,700 AFY. Therefore, the target for the amount of water the system will actually have to supply, including the safety margin, is 18,200 AFY. For the year 2002-2003, the demand

as measured by the system production was 13,460 Acre Feet (AF). Of the total system production, 95% was potable water and 5% was reclaimed water.

Using the adjusted water demand factors from the City of Santa Barbara's Water Demand Factor and Conservation Study (User's Guide, Document No. 2), the proposed development would be anticipated to use 1.72 AFY of water (4 residences x 0.43 AFY/residence). The use of water-efficient landscape and irrigation systems would avoid significant water consumption impacts for outdoor areas of the project site (approximately 0.88 AFY for entire site). The above-referenced indoor and outdoor water demand would not significantly affect the City's water supply. Impacts to water treatment or distribution facilities and water supply would be *less than significant*.

#### 9.j. Solid Waste

Most of the waste generated in the City is transported for disposal to Tajiguas landfill or other landfills located around the County. The County of Santa Barbara, which operates the landfills, has developed significance thresholds for the impacts of development on remaining landfill capacity. The County's thresholds are based on the projected average solid waste generation for Santa Barbara County from 1990-2005. The County assumes a 1.2% annual increase (approximately 4000 tons per year) in solid waste generation over the 15-year period.

The County's threshold for a significant project-specific impact to the solid waste system is 196 tons per year (this figure represents 5% of the expected average annual increase in solid waste generation [4000 tons/year]). Source reduction, recycling, and composting can reduce a project's waste disposal by as much as 50%. If a proposed project generates 196 or more tons per year after reduction and recycling measures, impacts would be considered significant and unavoidable.

Proposed projects with a project-specific impact as identified above (196 tons/year or more) would also be considered cumulatively significant, as the project-specific threshold of significance is based on a cumulative growth scenario. However, as landfill space is already extremely limited, any increase in solid waste of 1% or more of the expected average annual increase in solid waste generation [4000 tons/year], which equates to 40 tons per year, is considered an adverse cumulative impact.

Using methodology and factors found in the County's Environmental Thresholds and Guidelines Manual (1995), the annual solid waste generation of the proposed project is calculated below.

2.65 people/unit x 4 units x 0.95 tons per year/person = 10.07 TPY (5.04 TPY with source reduction and recycling)

Project generation of 10.07 TPY solid waste is considered a *less than significant* project-specific impact and contribution to cumulative impact. Mitigation measures for source reduction and recycling are recommended for the proposed project that would further reduce the proposed project's solid waste generation, consistent with City policy.

#### Public Services - Recommended Mitigation

**PS-1 Water Conservation.** The landscape and irrigation plans shall be in compliance with the Landscape Design Standards for Water Conservation (Res. No. 89-077) and shall be subject to approval by the Architectural Board of Review.

**PS-2 Construction Source Reduction/ Recycling Measures.** Recycling bins shall be placed on the site throughout the construction process, and the applicant shall maximize resource recovery, reuse and recycling of demolition and construction waste as feasible.

**PS-3 Long-term Recycling.** ~~The proposed project~~ Each Owner shall provide equal space and/or bins for storage of recyclable material and trash for each residential unit on the parcel(s) of Real Property owned

by such Owner. This information shall be shown on the building plans and installed as a part of the project's improvements.

### **Public Services - Residual Impact**

The project would have *less than significant (Class 3)* impacts associated with public facilities and services. Recommended water conservation and solid waste recycling measures would minimize the project's adverse contribution to cumulative water user and solid waste effects.

10. RECREATION	NO	YES
Could the project:		<i>Level of Significance</i>
a) Increase the demand for neighborhood or regional parks or other recreational facilities?		Less than Significant
b) Affect existing parks or other public recreational facilities?		Less than Significant

### **Recreation - Discussion**

**Issues:** Recreational issues are associated with increased demand for recreational facilities, or loss or impacts to existing recreational facilities.

**Impact Evaluation Guidelines:** Recreation impacts may be significant if they result in:

- Substantial increase in demand for park and recreation facilities in an area under-served by existing public park and recreation facilities.
- Substantial loss or interference with existing park space or other public recreational facilities such as hiking, cycling, or horse trails.

### **Recreation – Existing Conditions and Project Impacts**

#### **10.a-b. Recreation**

The development of new residences would create a minor increase in the demand for recreational opportunities. The City of Santa Barbara has ample recreational resources including parks, beaches, harbor, museums, zoo, theaters, etc. There are a number of community parks and open spaces in the vicinity of the project site, including beaches, Hilda Ray, Escondido, La Coronilla, Shoreline, La Mesa, and Honda Valley. The proposed project would not interfere with any existing public park spaces or other recreational facilities such as hiking, cycling, or horse trails. The project site consists of vacant lots that do not serve as open spaces for the area. Additionally, the project will include the completion of La Vista del Oceano Drive which would be available for public use and promote circulation in that area for all modes of transportation. Due to the adequacy of existing recreational facilities in the City, including parks and open spaces proximate to the subject site, and the completion of a public roadway, the increase in recreational demands associated with the residences would be a *less than significant* impact.

**Comments Received:** A Planning Commissioner had concerns about the amount of useable open space on the lots given the slope of the properties.

**Staff Response:** Current requirements for single-family developments state that 1,250 square feet of open yard area must be provided. Sloped areas that exceed 20% may be counted towards this requirement if they are undisturbed. In addition to the “required” open yard areas that are provided for

each site, each lot has other areas that can be used for recreational purposes which range from 1,000 to 2,200 square feet. Given this, the increase in recreational demands associated with the residences would be less than significant.

<u>ADDRESS</u>	<u>PATIO AREAS (SQ. FT.)</u>	<u>PAVED AREAS (SQ. FT.)</u>	<u>DECKS &amp; PATIOS W/IN HOUSE FLOOR AREAS (SQ. FT.)</u>	<u>TOTAL AREAS (SQ. FT.)</u>
<u>1568 LVDO Dr.</u>	<u>540</u>	<u>875</u>	<u>850</u>	<u>2,265</u>
<u>1570 LVDO Dr.</u>	<u>724</u>	<u>600</u>	<u>0</u>	<u>1,324</u>
<u>1576 LVDO Dr.</u>	<u>588</u>	<u>600</u>	<u>310</u>	<u>1,498</u>
<u>1575 LVDO Dr.**</u>	<u>408</u>	<u>440</u>	<u>155</u>	<u>1,003</u>

### **Recreation – Mitigation and Residual Impact**

Impacts to recreational facilities would be less than significant (Class 3), and no mitigation measures are necessary.

<b>11. TRANSPORTATION/CIRCULATION</b>	<b>NO</b>	<b>YES</b>
Could the project result in:		<i>Level of Significance</i>
a) Increased vehicle trips?		Less than significant
b) Hazards to safety from design features (e.g. sharp curves, inadequate sight distance or dangerous intersections)?	✓	
c) Inadequate emergency access or access to nearby uses?	✓	
d) Insufficient parking capacity on-site or off-site?	✓	
e) Hazards or barriers for pedestrians or bicyclists?	✓	

### **Transportation - Discussion**

**Issues:** Transportation issues include traffic, access, circulation, safety, and parking. Vehicle, bicycle and pedestrian, and transit modes of transportation are all considered, as well as emergency vehicle access. The City General Plan Circulation Element contains policies addressing circulation, traffic, and parking in the City.

**Impact Evaluation Guidelines:** A proposed project may have a significant impact on traffic/ circulation/ parking if it would:

#### **Vehicle Traffic**

- Cause an increase in traffic that is substantial in relation to the existing traffic load and street system capacity (see traffic thresholds below).
- Cause insufficiency in transit system.

- Conflict with the Congestion Management Plan (CMP) or Circulation Element or other adopted plan or policy pertaining to vehicle or transit systems.

Circulation and Traffic Safety

- Create potential hazards due to addition of traffic to a roadway that has design features (e.g., narrow width, roadside ditches, sharp curves, poor sight distance, inadequate pavement structure) or that supports uses that would be incompatible with substantial increases in traffic.
- Diminish or reduce safe pedestrian and/or bicycle circulation.
- Result in inadequate emergency access on-site or to nearby uses.

Parking

- Result in insufficient parking capacity for the projected amount of automobiles and bicycles.

**Traffic Thresholds of Significance:** The City uses Levels of Service (LOS) “A” through “F” to describe operating conditions at signalized intersections in terms of volume-to-capacity (V/C) ratios, with LOS A (0.50-0.60 V/C) representing free flowing conditions and LOS F (0.90+ V/C) describing conditions of substantial delay. The City General Plan Circulation Element establishes the goal for City intersections to not exceed LOS C (0.70-0.80 V/C).

For purposes of environmental assessment, LOS C at 0.77 V/C is the threshold Level of Service against which impacts are measured. An intersection is considered “impacted” if the volume to capacity ratio is 0.77 V/C or greater.

Project-Specific Significant Impact: A project-specific significant impact results when:

- (a) Project peak-hour traffic would cause a signalized intersection to exceed 0.77 V/C, or
- (b) The V/C of an intersection already exceeding 0.77 V/C would be increased by 0.01 (1%) or more as a result of project peak-hour traffic.

For non-signalized intersections, delay-time methodology is utilized in evaluating impacts.

Significant Cumulative Contribution: A project would result in a significant contribution to cumulative traffic impacts when:

- (a) Project peak-hour traffic together with other cumulative traffic from existing and reasonably foreseeable pending projects would cause an intersection to exceed 0.77 V/C, or
- (b) Project would contribute traffic to an intersection already exceeding 0.77 V/C.

Transportation – Existing Conditions and Project Impacts

**11.a. Traffic**

Long-Term (Operational) Impacts: The project site is located on the Mesa and accessed from La Vista del Oceano Drive. The closest arterials are Cliff Drive to the south, Meigs/Carrillo to the west, Castillo to the east, and Highway 101 to the north. The Transportation Division identifies all the nearby intersections as operating at acceptable levels (LOS A or B). The project is expected to generate approximately 4-3 additional a.m. peak hour trips, 4 p.m. peak hour trips and 40-38 average daily trips. When these trips are added to the existing street network they would not result in significant traffic impacts. The Level of Service of the intersections would remain at A or B operating levels after development of this project. No Congestion Management Plan impacts would occur.

**Comments Received:** Planning Commissioners and several members of the public raised concerns about an increase in traffic with the completion of La Vista del Oceano Drive. *(See Letters of Comment from Di Ubaldo, Gibson, Hogan, Napier, Rogers).* Additional traffic analysis was requested.

**Staff Response:** Derek Rapp, T.E., of Penfield & Smith prepared a traffic analysis on August 1, 2005 *(See Attachment 20)*, which is summarized by the following discussion. This analysis included an assessment of the existing traffic conditions within the study area, determined the expected trip generation and distribution for the project, evaluated the potential traffic impacts to the surrounding intersections, and evaluated whether intersection improvements would be warranted at any of the study intersections. In order to address concerns about increased traffic, traffic counts were conducted at Meigs Road/Ricardo Avenue, Meigs Road/Dolores Drive, Meigs Road/Cliff Drive, and La Vista del Oceano Drive/Cliff Drive to determine traffic patterns and distribution. Based on that information, it was concluded that approximately 20% of the upper La Vista del Oceano Drive traffic might prefer to use the proposed connected roadway. This would bring the total traffic going down the new connected roadway (including project traffic) to 6 additional a.m. peak hour trips, 8 p.m. peak hour trips, and 82 average daily trips. Given this, existing and projected future traffic volumes and conditions do not meet any of the “Manual of Uniform Traffic Control Devices” requirements for installation of traffic control devices such as all-way stop signs and traffic signal installations. Additionally, the projected traffic volumes are not anticipated to decrease the levels of service in the surrounding intersections per adopted City traffic impact significance thresholds (p. 37); therefore, long-term traffic impacts were found to be *less than significant*.

**Short-Term (Construction) Impacts:** The project would generate construction-related traffic that would occur over the approximate 14-month construction period, which would vary depending on the stage of construction. Grading export is estimated at 2,175 cu. yds. (1,890 cu. yds. raw quantity plus 15% swell of 285 cu. yds. = 2,175 cu. yds.) of export. Based on an estimated average of 10 cu. yds. per truck trip, this would generate approximately 218 truck trips during the grading process. Additional truck trips are estimated as follows (per the applicant’s letter): 30 truck trips for roadway base and asphalt material, 45 truck trips for concrete for curbs, gutters, driveway, building foundations, and retaining wall grout, and 10 truck trips for water, sewer, storm drain, and dry utility construction. Temporary construction traffic would be an adverse but *not significant* impact. Standard mitigation measures are recommended, consistent with City Circulation Element Policy, including restrictions on the hours permitted for construction trips and approval of routes for construction traffic to minimize short-term traffic effects.

#### **11.b.,e. Access and Circulation Safety**

Adequate access to the proposed four single-family residences would be provided from La Vista del Oceano Drive. The upper three lots would be accessed off a private driveway from La Vista del Oceano Drive. The existing portion of La Vista del Oceano Drive that abuts these properties has remained unimproved. The applicant will complete this remaining portion of La Vista del Oceano Drive which is owned by the City as public right-of-way and abuts their property. Transportation Planning and Transportation Operations Staff have reviewed road and driveway plans and determined that no safety hazards would be created due to width, curves, sight distances, etc. The roadway includes safety guard rails and a three-foot wide grade shoulder along portions of La Vista del Oceano Drive.

**Comments Received:** Planning Commissioners and several members of the public raised concerns about safety hazards as a result of the completion of La Vista del Oceano Drive. Traffic signage and speed bumps were requested. *(See Letters of Comment from Di Ubaldo, Gibson, Hogan, Napier, Rogers).*

**Staff Response:** As this project has evolved, the road design has been reviewed by Transportation Planning and Transportation Operations Staff to confirm the appropriateness of the design and



incorporate necessary safety measures such as the use of guardrails. Necessary revisions were made to the design to ensure compliance with proper roadway requirements and further review will occur during the plan check review process. Staff believes that the roadway, as designed, will encourage drivers to approach the area with caution. Additionally, regulatory and warning signs will be posted along the roadway as required by Transportation Operations Staff.

During the development of the roadway, the inclusion of speed bumps was considered; however, due to the slope of the roadway, speed humps could not be incorporated into the design. As previously stated, as part of the roadway completion, the applicant will install roadway signage for this section of La Vista del Oceano Drive as required by Transportation Operations Staff. Additionally, Transportation Operations Staff will study the roadway once it is completed and determine if any other improvements may be necessary. The request for directional signage at the palm tree located at the bottom of La Vista del Oceano Drive has been forwarded to Transportation Staff for further consideration. With respect to the potential for skateboarding, the situation will be similar to that of many other streets within the City, and again, Transportation Staff will consider this issue in determining final signage provisions for the project.

#### 11.c. Emergency Access

The Fire Department has reviewed the site plan for the proposed project and indicates that emergency vehicle maneuvering areas are adequate and access/distance from fire-fighting equipment to the proposed residential structures meets standards with the completion of La Vista del Oceano Drive. The project is limited in scope and would not substantially contribute to cumulative evacuation issues. Emergency access impacts of the project would be *less than significant*. Additionally, there would be a project benefit by connecting the upper and lower parts of La Vista del Oceano Drive, improving emergency access and evacuation.

Comments Received: A Planning Commissioner asked whether the proposed roadway met the Fire Department requirements.

Staff Response: The Fire Department reviewed this proposed roadway extensively for adequate fire access. When reviewing these types of proposals, the Fire Department takes into consideration the constraints of the location as well as the benefits to the neighborhood in terms of improved fire access. It should be noted that there are many existing roadways throughout the City that cannot meet the preferred minimum standards but do provide needed access. In reviewing this project, the Fire Department found that the 16-foot wide roadway was acceptable since it was a short distance and they found the completion of the roadway to be a greater benefit to the community in providing improved emergency access; therefore, impacts of the project would be *less than significant*.

#### 11.d. Parking

Long-Term (Operational) Impacts: The required parking for the single family residences is 2 spaces per residence for a total of 8 spaces. The project would provide a two-car garage and one uncovered guest parking space with each single family residence (8 covered and 4 uncovered spaces total). No additional on-street parking would be provided in the area of the proposed completion of La Vista del Oceano Drive. For the three upper lots, staff recommended the provision of one guest parking space for each parcel. The upper lots have long driveways with slopes that are at the upper limits of the City's allowances. The lower parcel (1575 La Vista del Oceano Dr.) has a short driveway located within 500 feet of on-street parking on Ricardo Avenue. The ABR had concerns with the grading and negative aesthetic effects associated with the guest parking space for 1575 La Vista del Oceano Dr. and asked for it to be eliminated. Transportation Planning Staff calculated the parking demand generated by the project as 8 spaces. Transportation Planning Staff has determined that parking demand for project residents and guests would be met on-site, and no parking impact would result.

The parking demand numbers provided in the Institute of Transportation Engineers Parking Generation Manual are averages. Therefore, some of the residences in the proposed project will be at the average, as well as above and below the average. ~~In the case of the proposed three-car garages, staff anticipates that there will be households that will have three vehicles.~~

**Comments Received:** A Planning Commissioner had concerns about additional parking impacts to the neighborhood with the addition of the proposed units. Members of the public were concerned that “No Parking” signs would be posted along all portions of La Vista del Oceano Drive. *(See Letter of Comment from Gibson, Hogan, Napier).*

**Staff Response:** To address the lack of on-street parking, each site includes an additional guest parking space beyond the current requirement of two covered parking spaces. This would meet the average parking demand for the residents and guests of each proposed site, unlike other existing and approved developments in the area which were only required to meet the minimum of two covered parking spaces.

**Currently no parking is allowed along any portions of La Vista del Oceano Drive, although this is not actively enforced. At this time, however, “No Parking” signs are proposed to be posted only along the newly improved portion of La Vista del Oceano Drive which directly abuts this proposed project and as required by the Fire Department.**

**Short-Term (Construction) Impacts:** Short-term construction-related parking can be accommodated on-site and would not create a parking impact. A standard measure requiring approval of the location of construction parking would be applied to ensure no on-street construction parking impact would occur.

#### **Transportation – Required Mitigation**

The following measures have been identified at this time.

**TC-1 Truck Haul Routes.** The haul route(s) for all construction-related trucks, three tons or more, entering or exiting the site, shall be approved by the Transportation Operations Manager. The route of construction-related traffic shall also be established to minimize trips through surrounding residential neighborhoods.

**TC-2 Construction Parking/Storage.** Construction parking and storage shall be provided as follows:

- A. During construction, free parking spaces for construction workers shall be provided on-site or off-site in a location subject to the approval of the Transportation and Parking Manager.
- B. On-site or off-site storage shall be provided for construction materials and equipment. Storage of construction materials within the public right-of-way is prohibited without a Public Works permit.

#### **Transportation – Recommended Mitigation**

**TC-3 Construction-Related Truck Trips.** Construction-related truck trips shall not be scheduled during peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.) to help reduce truck traffic on adjacent streets and roadways.

#### **Transportation - Residual Impact**

Short term and long-term traffic, circulation, and parking impacts would be less than significant (Class 3).

12. WATER ENVIRONMENT Could the project result in:	NO	YES <i>Level of Significance</i>
a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?		Less than Significant
b) Exposure of people or property to water related hazards such as flooding?	✓	
c) Discharge into surface waters?		Less than Significant
d) Change in the quantity, quality, direction or rate of flow of ground waters?		Potentially Significant, Mitigable
e) Increased storm water drainage?		Less than Significant

**Water – Discussion**

**Issues:** Water resources issues include changes in offsite drainage and infiltration/groundwater recharge; storm water runoff and flooding; and water quality.

**Impact Evaluation Guidelines:** A significant impact would result from:

**Water Resources and Drainage**

- Substantially changing the amount of surface water in any water body or the quantity of groundwater recharge.
- Substantially changing the drainage pattern or creating a substantially increased amount or rate of surface water runoff that would exceed the capacity of existing or planned drainage and storm water systems.

**Flooding**

- Locating development within 100-year flood hazard areas; substantially altering the course or flow of flood waters or otherwise exposing people or property to substantial flood hazard

**Water Quality**

- Substantial discharge of sediment or pollutants into surface water or groundwater, or otherwise degrading water quality, including temperature, dissolved oxygen, or turbidity.

**Water Resources – Existing Conditions and Project Impacts****12.a.,c.Drainage and Storm Drainage**

Penfield & Smith prepared a preliminary drainage report on December 13, 2004 (*See Attachment 212*), which is summarized by the following discussion. The entire project area is located on a south-facing slope with gradients that average approximately 30 percent. There is an unimproved, 8-foot wide drainage easement running north to south along the eastern property line of 1568 LVDO Drive, which serves several lots to the north of the property. There are no other known drainage facilities located on or adjacent to the parcels.

Storm water runoff from the project sites flows overland to the unimproved portion of La Vista del Oceano Drive where it drains to the improved portion of La Vista del Oceano Drive. Storm water runoff then drains via a combination of asphalt concrete curbs and gutters to the lower portion of La Vista del Oceano Drive. The lower portion of La Vista del Oceano Drive does not have a standard City street configuration. Due to the

transverse slope, water running down this portion of La Vista del Oceano Drive flows in the gutter on the downhill side of the road and down the adjacent driveways when the gutter flow is high enough to overtop the driveway apron. There is a slight swale within the roadway area that directs water to Cliff Drive. The existing storm drainage system on Cliff Drive does not have sufficient capacity to handle the existing or proposed drainage conditions.

The existing condition runoff generated within the existing project sites (Watershed Areas 3 and 5) during 25-year and 100-year precipitation events was estimated to be 5.1 and 7.0 cubic feet per second (cfs) respectively. The precipitation runoff for a 25-year and 100-year event for the proposed project was estimated to be 5.3 and 7.2 cfs. Thus, it is estimated that for both storm events, an additional 0.2 cfs would result. This represents a 1 percent peak flow increase directed to La Vista del Oceano Drive and a 0.5 percent increase to the storm drain system on Cliff Drive. The proposed roadway extension is designed to direct runoff water to the inside of the curve and into a concrete gutter on the uphill side of the roadway to the southwestern most property line of the project site. This would improve the drainage on the lower portion of La Vista del Oceano Drive by directing water away from the properties on the downhill side of the road below the project site.

In order to mitigate the 0.20 cfs increase, an underground detention basin is proposed on the "Hairpin" lot (APN 035-170-022). Storm water runoff from 1576 LVDO Dr. and the western portion of 1579 LVDO Dr. would be collected into a storm drain system that will discharge into the detention basin. The basin (which would be constructed using three fifty-foot long pieces of three-foot diameter high density polyethylene pipe) would reduce the peak runoff for a 25-year event by 0.35 cfs and 0.22 cfs for a 100-year event.

There is an existing 8-foot wide drainage easement running along the eastern property line of 1568 LVDO Dr. that provides for an overland escape route for a 100-year storm event for the five parcels above 1568 LVDO Dr. A rock or geotextile lined vegetated earthen swale was designed and analyzed for the easement to provide the overland escape route for the 100-year storm event for those upper lots. The swale would direct storm runoff from the upper lots down to the lower part of La Vista del Oceano Drive. The calculated runoff from a 25-year and 100-year storm event for those lots would be 2.40 cfs and 3.30 cfs respectively. There would be no increase in the storm runoff of the upper lots to existing drainage facilities with this design.

The current project for the four residences and roadway construction would not increase the storm runoff to existing drainage facilities due to the incorporation of an underground detention basin and would therefore involve a *less than significant* drainage impact. All drainage improvements would be subject to design in accordance with hydrology calculations, City Ordinance provisions, and review by the City Building and/or Public Works Engineering Divisions.

**Comments Received: Planning Commissioners and several members of the public raised concerns about an increase in storm water drainage to the lower portion of La Vista del Oceano Drive. (See Letters of Comment from Di Ubaldo, Hogan, Napier, Rogers).**

**Staff Response: Penfield & Smith prepared a preliminary drainage report analyzing the proposed project. Because the lower La Vista del Oceano Drive area is already subject to excess storm runoff, it had to be demonstrated that no additional runoff would result from the proposal. The calculations in the drainage report confirmed that there will be no increase in the amount of peak run-off discharged from the project site with the incorporation of a detention basin. The detention basin is a very important component of the drainage plan to mitigate storm runoff from the project site. The storm water collected in the detention basin would be released slowly to the street to minimize impacts. The report also states that the roadway has adequate surface flow capacity within the project site to handle the 25-year storm peak flow for both pre and post project conditions. The new portion of the road would be constructed with an adequate cross slope to direct runoff to the up-slope side of the road and into a new gutter. There**

is currently no gutter along the lower portion of the existing road. Additionally, a new gutter will be constructed along the lower frontage of 1575 La Vista del Oceano Drive.

When proposals are reviewed by the City, projects are required to address project-specific impacts. In impacted areas, it must be demonstrated that a proposal will not exacerbate the existing situation. As proposed, the project will not result in additional impacts; therefore, additional mitigations are not necessary. Numerous concerns raised relate to existing conditions at the lower portion of La Vista del Oceano Drive. If the areas of concern are related to public improvements in the lower portion of La Vista del Oceano Drive, the neighbors may submit a written petition to the City to review the situation and include it in the Capital Improvement Program Plan. Once submitted, all petitions are evaluated and prioritized in relation to numerous other public improvement projects in the City.

Comments Received: A member of the public expressed concern about the proximity of the building site at 1568 La Vista del Oceano Drive to an existing drainage easement along the eastern property line that serves the lots above the property. (See Letter of Comment from Perkins).

Staff Response: The project at 1568 La Vista del Oceano Drive was designed taking into account its proximity to the drainage easement. The new proposed building would comply with all building code requirements and required setbacks.

## **12.b. Flooding**

According to the FEMA Federal Flood Insurance Program Flood Insurance Rate Map for the City of Santa Barbara, the project site is not located within the 100-year floodplain or an area otherwise subject to flooding. Flooding impacts are considered *less than significant*.

## **12.c. Drainage into Surface Waters and Water Quality**

The site-specific geology reports described details of varying degrees of erosion on the sites. There were different levels of shallow surface failures with evidence of past erosional damage on some of the steeper sloping areas on the properties. The erosion scars are predominantly located on the south-facing cut slopes along the southern margins of the properties. However, there is no visible evidence of significant amounts of slope instability that would preclude development of the sites.

Long-Term (Operational) Impacts. The project site involves a drainage system that incorporates an underground detention basin that would reduce the project peak runoff, and existing peak runoff flows, and velocity would not be exceeded. Surface runoff from La Vista del Oceano Drive eventually is directed onto Cliff Drive. Impacts from discharge into surface waters would be *less than significant*. Measures to improve water quality are proposed below. ~~Storm drain surface pollutant interceptors shall be installed as determined by City Public Works Department and Building & Safety Division. An operation and maintenance plan is recommended for the use of storm drain surface pollutant interceptors. An additional measure would require stenciling of storm drain warning of the direct connection to the creek and ocean.~~

Comments Received: Several members of the public raised concerns about the amount of mud and silt that flows down to the lower portion of La Vista del Oceano Drive. (See Letters of Comment from Di Ubaldo, Hogan, Gibson, Napier, Rogers).

Staff Response: Some of the mud and silt is a direct result of the condition of the unimproved portion of La Vista del Oceano Drive. There are many gopher holes in the unimproved area which result in erosion problems during rains. With the completion of the roadway, this problem should be significantly reduced and/or eliminated. If any of the mud and silt is emanating from the unimproved lots, this condition would also be improved by the completion of development and incorporation of landscaping on those sites.

**It should be noted that storm drain surface pollutant interceptors are not required by Public Works for single family development such as this.**

*Short-Term (Construction) Impacts.* Estimated grading for the homes and roadway would consist of 3,427 cubic yards of cut and 3,076 cu. yds. of fill outside the main building footprints and 1,543 cu. yds. of cut and 5 cu. yds. of fill within the building footprints. This earthwork creates the potential for erosion and sedimentation affecting water quality, a *potentially significant* impact. However, the potential for short-term water quality impacts due to erosion and sedimentation during grading would be minimized with implementation of required mitigation measures including avoidance of grading during the rainy season, and best management erosion control measures. Due to the silt and sand nature of the surface, erosion and drainage control are very important to reducing geologic impacts to the hillside. By collecting and transmitting on-site drainage in a non-erosive manner to the drainage course and precluding concentrated run-off and erosion, the *potentially significant* impact of the small-scale surficial earthen failures would be minimized.

**Comments Received: A member of the public noted that increased mud and silt would flow down to the lower portion of La Vista del Oceano Drive during construction activities. (See Letter of Comment from Gibson).**

**Staff Response: Impacts due to erosion and sedimentation during grading would be minimized with mitigation measures which include no grading during the rainy season, and adherence to Best Management Practices as approved by the City and Regional Water Quality Control Board. These erosion control measures would be reviewed during the plan check process.**

#### 12.d. Groundwater

The project paving would reduce areas of infiltration to groundwater but would not result in substantial changes in the quantity, quality, direction or rate of flow of ground waters, and no direct groundwater extractions are proposed. Plans would be engineered to avoid interference with groundwater zones. Project impacts on groundwater resources would be *less than significant*.

#### **Water Resources – Required Mitigation**

The following measures have been identified below.

**W-1 Erosion Control Plan.** A comprehensive Erosion Control Plan for all construction activities to maintain all sediment on site and out of the drainage system shall be submitted to the Building Division for approval prior to Building Permit issuance, including any rough grading permit, and shall be implemented by the applicant-Owners on site. The plan shall include Best Management Practices approved by the City and Regional Water Quality Control Board, and shall include, at a minimum, the following:

- A. Excavation and grading shall be limited to the dry season of the year (i.e., April 15-November 1).
- B. Grading shall incorporate any applicable measures recommended in soils and geology reports. Detailed plans and geologic report shall be submitted for any permanent erosion-control structures.
- C. Grading shall be designed to minimize erosion and control drainage.
- D. Minimize the area of bare soil exposed at one time (phased grading).
- E. Stockpiles of earth and other construction related materials ~~must~~shall be protected from being transported from the site by the forces of wind or water.
- F. Any slopes with disturbed soils or denuded of vegetation ~~must~~shall be stabilized so as to inhibit erosion by wind and water.

- G. Bare soils shall be protected from erosion by applying heavy seeding, within five days of clearing or inactivity in construction.
- H. Graded areas shall be revegetated within four weeks of grading activities with deep-rooted, native, drought-tolerant species to minimize slope failure and erosion. Planted areas shall be irrigated if necessary, and maintained to ensure that plants are established. Geotextile binding fabrics shall be used as necessary to hold slopes until vegetation is established.
- I. Identify and install silt fencing (installed with a 6 inch by 6 inch right-angled, buried lip) and/or closely aligned hay bales on the edge of all development envelopes.
- J. Sediments and other material ~~may~~shall not be traced from the site by vehicle traffic. The construction entrance roadways ~~must~~shall be stabilized so as to inhibit sediments from being deposited into the public way. Accidental depositions ~~must~~shall be swept up immediately and may not be washed down by rain or other means.
- K. Establish fuel and vehicle maintenance staging areas located away from all drainage courses, and design these areas to control runoff.
- L. Eroded sediments and other pollutants ~~must~~shall be retained on site and may not be transported from the site via sheet flow, swales, area drains, natural drainage courses or wind.
- M. Fuels, oils, solvents and other toxic materials ~~must~~shall be stored in accordance with their listing and ~~are~~shall not to contaminate the soil and surface waters. All approved storage containers ~~are~~shall be protected from the weather. Spills ~~may~~shall not be washed into the drainage system.
- N. Excess or waste concrete ~~may~~shall not be washed into the public way or any other drainage system. Provisions ~~must~~shall be made to retain concrete wastes on site until they can be disposed of as a solid waste.
- O. Trash and construction related solid wastes ~~must~~shall be deposited into a covered receptacle to prevent contamination of rainwater and dispersal by wind.

**W-2 Storm Drain Markings.** Stenciled information shall be printed on all curb storm drains warning of the direct connection to the creek and ocean.

**W-3 Site Runoff.** All project runoff waters from areas such as the access roads, roofs, driveways shall be captured on-site and conducted, via the proposed drainage system, to prevent increased site runoff.

**Water Resources—Recommended Mitigation**

~~**W-4 Storm Drain Surface Pollutant Interceptors.** Storm drain surface pollutant interceptors (and an operation and maintenance plan for the use of storm drain surface pollutant interceptors) shall be installed as determined by City Public Works Department and Building & Safety Division.~~

**Residual Impact:** Long-term drainage and water quality impacts would be *less than significant (Class 3)*. Potentially significant short term impacts to water quality would be potentially significant, but mitigable with standard mitigation measures and best management erosion control measures.

MANDATORY FINDINGS OF SIGNIFICANCE.		YES	NO
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓
b)	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?		✓
c)	Does the project have potential impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		✓
d)	Does the project have potential environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?		✓

### INITIAL STUDY CONCLUSION

On the basis of this initial evaluation it has been determined that, although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in the initial study have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.

Case Planner/Initial Study Preparer: \_\_\_\_\_ Marisela G. Salinas, Associate Planner

Environmental Analyst: \_\_\_\_\_ Barbara Shelton, Environmental Analyst

Date: \_\_\_\_\_

### ATTACHMENTS

1. Vicinity Map
2. Site Plans for 1568, 1570, 1575, 1576 & Roadway extension (*Full-size plan sets are available for review at the Community Development Department's Planning Counter located at 630 Garden Street, Santa Barbara*)
3. Applicant Letter, December 15, 2004
4. Applicant Letter, July 11, 2005
5. Applicant Letter, July 14, 2005
6. Applicant Letter, August 3, 2005
- 4.7. Mitigation Monitoring and Reporting Program (MMRP)
8. Planning Commission Draft Minutes, June 11, 2005
9. Photographic Analysis/Visual Study of Project Site (*Available for review at the Community Development Department's Planning Counter located at 630 Garden Street, Santa Barbara*)



10. Visual Study of the La Vista del Oceano Road Improvement Project and Four Associated Homes (June 11, 2005)
11. Photographs of 210 Meigs Road Storypoles
- ~~7.~~12. ABR Minutes 1998-2005
- ~~8.~~13. ABR Public Comment Letters Received
14. La Vista del Oceano Drive Grading/Access Options as presented to ABR and a PC/ABR subcommittee, July 6, 2005
- ~~9.~~15. Air Quality Urbemis Report
16. Biology Survey prepared by Rachel Tierney Consulting, June 23, 2005
- ~~9.~~17. Preliminary Foundation Reports:
  - a. Foundation Exploration Report for 1568 LVDO Dr. prepared by Coast Valley Testing, October 14, 2004
  - b. Update letter for the Roadway right-of-way improvements and 1570, 1575 and 1576 LVDO Dr. prepared by Pacific Materials Laboratory, August 27, 2004
- ~~10.~~18. Geology Reports:
  - a. Preliminary Engineering Geology Investigation for Roadway Connections. prepared by Richard Paul Cousineau, Registered Geologist, August 23, 2004
  - b. Preliminary Engineering Geology Investigation for 1568 LVDO Dr. prepared by Richard Paul Cousineau, Registered Geologist, September 17, 2004
  - c. Engineering Geology Report Update for 1570 LVDO Dr. prepared by Richard Paul Cousineau, Registered Geologist, August 10, 2004
  - d. Geologic Hazards Report for 1575 LVDO Dr. prepared by Earth Systems Pacific, July 8, 2004
  - e. Updated and Revised Geologic Recommendations pertaining to Preliminary Geologic Investigation for 1576 LVDO Dr. prepared by Rick Hoffman and Associates, August 9, 2004
- ~~11.~~19. Additional Materials regarding Oil wells, April 28, 2005
20. La Vista del Oceano Residential Development Traffic Analysis, prepared by Penfield & Smith, September 21, 2005
- ~~12.~~21. Preliminary Drainage Report for 1568-1576 La Vista del Oceano Drive, prepared by Penfield & Smith, December 13, 2004

**LETTERS OF COMMENT RECEIVED (attached)**

The following correspondence was received during the public comment period.

1. Carl & Sharon Di Ubaldo, June 14, 2005
2. Matthew J. Edwards, June 9, 2005
3. Mary Gibson, June 14, 2005
4. Connard Hogan, June 9, 2005
5. Janet V. Napier, June 9, 2005
6. Terry & Linda Perkins, May 27, 2005
7. Steven P. Rogers, June 6, 2005
8. Ed Tebo, June 1, 2005

9. Ed Tebo, June 2, 2005

10. Ed Tebo, June 8, 2005

11. Ed Tebo, June 15, 2005

#### **LIST OF STUDIES/REPORTS USED IN THE PREPARATION OF THIS INITIAL STUDY THAT ARE ON FILE**

The following studies/reports used in the preparation of this initial study are located in the City of Santa Barbara Community Development Department, Planning Division, 630 Garden Street, Santa Barbara. The studies/reports are available for review upon request.

1. Full size plan sets for 1568, 1570, 1575, 1576 & Roadway Extension
2. Photographic Analysis/Visual Study of Project Site
3. Visual Studies submitted for Rogers Tract project
4. Preliminary Foundation Reports:
  - a. Foundation Exploration Report for 1570 LVDO Dr. prepared by Pacific Materials Laboratory, June 21, 1995
  - b. Preliminary Foundation Exploration Investigation for 1575 LVDO Dr. prepared by Pacific Materials Laboratory, April 2, 2004
  - c. Foundation Exploration Report for 1576 LVDO Dr. prepared by Pacific Materials Laboratory, November 25, 1985
5. Geology Reports:
  - a. Engineering Geology Study for 1570 LVDO Dr. prepared by Richard Paul Cousineau, Registered Geologist, May 13, 1995
  - b. Preliminary Geologic Investigation for 1576 LVDO Dr. prepared by Rick Hoffman and Associates, July 17, 1992
  - c. Revised Geologic Recommendations for 1576 LVDO Dr. prepared by Rick Hoffman and Associates, August 25, 1998

#### **LIST OF SOURCES USED IN THE PREPARATION OF THIS INITIAL STUDY**

The following sources used in the preparation of this initial study are located in the City of Santa Barbara Community Development Department, Planning Division, 630 Garden Street, Santa Barbara. Sources are available for review upon request.

California Environmental Quality Act (CEQA) & CEQA Guidelines

City of Santa Barbara, *Architectural Board of Review Guidelines and Single-Family Residence Guidelines*

City of Santa Barbara, *Best Management Practices for Construction*

City of Santa Barbara, *Draft Creek Development Standards Report*

City of Santa Barbara, *Erosion/Sedimentation Control Policy*

City of Santa Barbara, *Fire Safe Landscape Guidelines*

City of Santa Barbara, *General Plan, Map and Elements*

City of Santa Barbara, *Guidelines for Archaeological Resources, January 2002*

City of Santa Barbara, *Local Coastal Plan (Main & Airport)*

City of Santa Barbara, *Long-term Water Supply Program (1994)*

City of Santa Barbara, *Master Environmental Assessment (MEA)*

City of Santa Barbara, *Municipal Code & City Charter*

City of Santa Barbara, *Parking Design Standards*

City of Santa Barbara, *Procedures for Control of Runoff into Storm Drains and Water Courses*

City of Santa Barbara, *Special District Map*

City of Santa Barbara, *Water Demand Factor and Conservation Study User's Guide, August 1989*

City of Santa Barbara, *Zoning Ordinance & Zoning Map*

County of Santa Barbara, *Solid Waste Thresholds (July 2003)*

County of Santa Barbara, Protective Services Division, *LUFT Program Sites*

Federal Emergency Management Agency (FEMA,) Flood Insurance Rate Maps

Geology Assessment for the City of Santa Barbara

Institute of Traffic Engineers Parking Generation Manual

Institute of Traffic Engineers Trip Generation Manual

Oil Well Map

SBCAPCD, *Scope and Content of Air Quality Sections in Environmental Documents (December 2003)*

Uniform Building Code as adopted by City

